

# The MARINE CORPS GAZETTE

Brigadier General Dion Williams, U. S. Marine Corps, Editor

Vol. XII.

JUNE, 1927.

No. 2.

## CONTENTS:

CAPTAIN RICHARD BELL BUCHANAN, U.S.M.C.....	<i>Frontispiece</i>
CAPTAIN RICHARD BELL BUCHANAN, U.S.M.C.....	73
BY BRIGADIER GENERAL DION WILLIAMS, U.S.M.C.	
WITH THE SPECIAL SERVICE SQUADRON.....	76
BY CAPTAIN JOHN W. THOMASON, JR., U.S.M.C.	
THE WADSWORTH BILL AND THE MARINE CORPS PERSONNEL BILL.....	82
BY MAJOR E. W. STURDEVANT, U.S.M.C.	
THE THIRD HUNTSMAN.....	88
BY CAPTAIN ROBERT BLAKE, U.S.M.C.	
SUGGESTIONS FOR OFFICERS GOING TO SEA.....	91
BY CAPTAIN LEMUEL C. SHEPHERD, U.S.M.C.	
ON POLO.....	96
BY CAPTAIN P. A. DEL VALLE, U.S.M.C.	
TRANSPORTATION OF TROOPS.....	99
BY MAJOR J. R. HORTON, U.S.M.C.	
AN EXPERT RIFLEMAN OF OTHER DAYS.....	101
WHAT PRICE EXPERIENCE?.....	103
BY MAJOR JOSEPH C. FEGAN, U.S.M.C.	
EARLY AMERICAN UNIFORMS.....	105
ARE YOU A GOOD INVESTMENT?.....	108
BY THE FOLKS BACK HOME	
LIVING CONDITIONS IN THE MARINE CORPS.....	110
BY FIRST LIEUTENANT JAMES M. MCHUGH, U.S.M.C.	
COMMENTS ON PERSONNEL LEGISLATION.....	115
PROFESSIONAL NOTES.....	126

PUBLISHED QUARTERLY BY

**THE MARINE CORPS ASSOCIATION**

227 SOUTH SIXTH STREET, PHILADELPHIA, PA.

Editorial Office: Headquarters Marine Corps, Washington, D. C.

**ANNUAL SUBSCRIPTION \$2.00**

Entered as second-class matter, July 26, 1918, at the Post Office at Philadelphia, Pennsylvania, under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized November 23, 1918.



CAPTAIN R. B. BUCHANAN, U. S. MARINE CORPS  
KILLED IN ACTION AT LA PAZ CENTRO, NICARAGUA, MAY 16, 1927

# The Marine Corps Gazette

VOLUME XII

JUNE, 1927

No. 2

## CAPTAIN RICHARD BELL BUCHANAN, U. S. MARINE CORPS

KILLED IN ACTION AT LA PAZ CENTRO, NICARAGUA, MAY 16, 1927

BY BRIGADIER GENERAL DION WILLIAMS, U.S.M.C.

**A**T 2 A.M., May 16, 1927, Captain Richard Bell Buchanan, U. S. Marine Corps, was killed in action between a company of Marines under his command and a band of revolutionary guerrillas at La Paz Centro, Nicaragua.

During the fall and winter of 1926 a revolutionary movement in Nicaragua against the regular government there under President Diaz reached such proportions that it became necessary for the landing forces from the Special Service Squadron serving in the Caribbean to land at various points for the protection of American lives, property and interests.

On January 7, 1927, at the request of Rear Admiral Latimer, Commanding the Special Service Squadron, the Second Battalion of the Fifth Regiment of Marines, then stationed at the U. S. Naval Station, Guantanamo Bay, Cuba, was despatched to Nicaragua to assist in this duty; and on February 18, 1927, the Marine Detachments of the U. S. S. *Texas*, U. S. S. *Florida* and U. S. S. *Arkansas* were sent from those battleships at Guantanamo to further augment the forces ashore in Nicaragua. Captain Buchanan, in command of the Marine Detachment of the U. S. S. *Arkansas*, was in this latter force, which landed at Corinto on February 21, 1927.

On February 19, 1927, Observation Squadron No. 1, Marine Corps Aviation, and one provisional infantry company was sent from San Diego, California, to Corinto, landing there on February 26, 1927.

On February 23, 1927, the Fifth Regiment, less the Second Battalion, and the Second Brigade Staff, embarked at Quantico, Virginia, aboard the U. S. S. *Henderson* and proceeded to Nicaragua, landing at Corinto on March 7, 1927.

The Second Brigade of Marines, constituted as above noted with the addition of the Marine Detachments of the vessels of the Special Service Squadron, under command of Brigadier General Logan Feland, was assigned the mission of protecting American lives and property in Nicaragua, under the orders of the Commander of the Special Service Squadron, Rear Admiral J. L. Latimer, U. S. Navy.

The efforts of Admiral Latimer and the forces under his command to pacify the country and bring about an agreement between the regular govern-

ment under President Diaz and the revolutionary movement headed by Juan Sacassa, were progressing slowly when, in April, the President sent the Hon. Henry L. Stimson to Nicaragua as his special representative to arrange a peace between the two warring factions.

The result of the negotiations was an agreement of President Diaz, leader of the regular government forces, and General Moncado, in command of the revolutionary forces to surrender all of their arms to the Marine Brigade, representing the United States Government, President Diaz to retain his office until the election of a President of Nicaragua in 1928 under the supervision of representatives of the United States to insure a fair and impartial election.

The disarmament on both sides was progressing favorably when at about 1 A.M., May 16, 1927, a band of revolutionary guerrillas made an attack without warning upon the town of La Paz Centro, where there was a Marine Company in camp under the command of Captain Buchanan, many of the bullets fired by this band striking in the camp. The call to arms was at once sounded and Captain Buchanan led his company in a gallant effort to drive off the attacking force, which consisted of over three hundred men, most of whom were mounted.

Though outnumbered by about seven to one, the Marines soon put the attackers to flight, but during the engagement Captain Buchanan and Private Marvin A. Jackson were shot and killed and Corporal Anthony J. Rausch and Private William F. Simon were wounded by the rifle fire of the Nicaraguan guerrillas.

In reporting the results of the engagement to the Secretary of the Navy, the Commander of the Special Service Squadron said: "Under unfavorable and unequal conditions the conduct and efficiency of our men deserves the highest commendation."

Captain Richard Bell Buchanan was born at Carbondale, Illinois, on December 16, 1892, and was a student at the University of Illinois when the United States entered the World War. On April 9, 1917, he enrolled as a Second Lieutenant in the Marine Corps Reserve and reported for duty at the Marine Barracks, Parris Island, S. C., on that date. On July 20, 1917, he was transferred to the Marine Barracks, Quantico, Va.

On October 3, 1917, he was promoted to the rank of First Lieutenant (Temporary), and sailed from Newport News, Va., December 19, 1917, on the U. S. S. *Von Steuben* for Guantanamo Bay, Cuba, where he served until July 31, 1918, when he was transferred to Fort Crockett, Galveston, Texas, where he served until April 10, 1919, when he embarked on the U. S. S. *Hancock* and sailed for Philadelphia, Pa., and reported for duty at the Marine Barracks, Quantico, Va., on April 26, 1919.

He was promoted to Captain (Temporary) July 1, 1918.

He sailed from Charleston, S. C., August 24, 1919, for Santo Domingo and served with the Second Brigade of Marines there until October 30, 1920, when he was transferred to the Marine Barracks, Charleston, S. C.



On November 14, 1920, he sailed *via* the U. S. S. *Hancock* for St. Thomas, Virgin Islands, and served at the Marine Barracks there until May, 1922.

On June 4, 1920, he was made a permanent Captain in the Marine Corps.

In May, 1922, he was ordered to the Marine Barracks, Naval Torpedo Station, Newport, R. I., and served there until July 16, 1925, when he was transferred to the Marine Barracks, Naval Operating Base, Hampton Roads, Va. On June 2, 1926, he was detached from the last-named station and ordered to sea duty in command of the Marine Detachment of the U. S. S. *Arkansas*, to which ship he was attached at the time of his death, although serving temporarily away from that vessel with the Marine Brigade in Nicaragua.

Captain Buchanan is survived by his wife and three daughters, aged three, five and six years, who reside at Washington, D. C. His mother, Mrs. G. V. Buchanan, resides at Plainfield, N. J., and a brother, Mr. George V. Buchanan, resides at New York City.

Captain Buchanan's remains are being sent to Washington, D. C., and upon their arrival will be buried with military honors in the National Cemetery at Arlington, Va., where he will rest on Dewey Knoll, surrounded by the nation's dead in many wars.

He was a kind and courteous gentleman, a devoted husband and father, an officer in every way a credit to his Corps, and he died leading his men in battle against greatly superior forces, and thus added another star to the honor roll of Marines "Killed in Action".

## WITH THE SPECIAL SERVICE SQUADRON

BY CAPTAIN JOHN W. THOMASON, JR., U.S.M.C.

**A**S YOU come up out of the Pacific to the Panama Canal, you pass on your starboard hand the Balboa anchorage. Here are the shops and the docks of the Fifteenth Naval District, and the long concrete piers of the Zone shipping, and the buoys of the Special Service Squadron. Not infrequently, there is a ship of the Special Service Squadron lying there, for Balboa, C. Z., is designated officially as their home port.

When you are detailed to the Guard of one of these ships, you make inquiry, and find a friend who used to be in Headquarters. He tells you, "Why, it's just like shore duty. Got any family? Sure—take 'em down on an Army transport. Fine place. Sleep ashore every night. Golf. Tennis. Swimming. Panama City just across the street a happy place——" Later, you learn that your friend once went through on U. S. S. *Henderson*, danced at the Union Club, and stopped at Jimmy Dean's on the way back to Pier 18; now he chants—"Ship lies right in Balboa most of the time—go out occasionally on short cruises around the more interestin' an' historic ports of the Caribbean Sea—visit briefly an' pleasantly the beautiful capitals of Central America—best sea-job in the Marine Corps—feller!" he concludes, ecstatically. The fires and languors of the Tropics, you gather, with the comforts and conveniences of the States. "You goin' to the *Rochester*? Old U. S. S. *Pondlily*! Old U. S. S. *Standfast*!" The *Rochester* does have a legend about an Admiral who liked his sea duty on Thursdays, between 0900 and 1200. But that was long ago.

The Special Service Squadron, at this writing under the command of Rear Admiral Julian L. Latimer, U. S. N., is the trouble-fixer of the State Department in Central America. It consists of U. S. S. *Rochester*, flag; of U. S. S. *Denver*, U. S. S. *Cleveland*, U. S. S. *Galveston*, and U. S. S. *Tulsa*. There was formerly, also, U. S. S. *Tacoma*, but she went aground on Blanquilla Reef off Vera Cruz, three years ago, of a January night, with a Norther blowing, and you see her bones in the coral fangs of Blanquilla now, when the tide is out.

The Flagship was Sampson's flagship at Santiago in '98—U. S. S. *New York*. After 1911, she was Flag, Asiatic Station, U. S. S. *Saratoga*; and when the present *Saratoga* airplane-carrier was authorized, they changed her name again, to U. S. S. *Rochester*. In 1917 they added 14 feet to her stacks and gave her a general overhaul and put her in the convoy service; her people claim a submarine. Charleston and Hampton Roads knew her after the war, when she was flagship of the destroyer flotillas. She came south to relieve the old *Birmingham* on the Caribbean station when that veteran went out of commission. She is the oldest warship on the active list; most ports of all

the oceans have seen her, white and spar-color in the old days, gray like the rest of the navy now; she has four eight-inch guns and eight fifty-one calibre fives, and she is part of the naval history of the nation.

The others, *Denver*, *Galveston*, *Cleveland*, and *Tulsa*, are gunboats, mounting five-inch guns. Their slim silhouettes are known from Yucatan to Trinidad, and from Guayaquil in Ecuador to San José in Guatemala, and as far south as Chile. They recruit their ship's mascots in places like Amapala and Corinto, and La Ceiba in Honduras, and Caribbean barnacles nestle happily on their keels with seagrowth contracted in the Gulf of Fonseca, as you go up to Salvador. They all run up and down continually in two oceans, and their orders are obscure to the critical young gentlemen in their ward-rooms, harassed by prickly heat; but they promote tranquility in many small republics. Their crews have no apparent interest in any matters past the gangway, and regard the people of the Scouting Fleet as fire-side defenders, and the august *Seattles* as stay-at-homes.

Balboa, where the Squadron bases, is a pleasant place; you regret, when your two years in the Squadron are finished, that you didn't get to see something of it. It sits by the cross-roads of the world and they say that if you stay there long enough, everybody you ever knew worth knowing will come along. There is a continued solemn procession of ships, passing close inboard our buoy, to Miraflores Locks or from them; ships from every port under heaven and all the maritime flags. Diesel-engine cargo boats of Stavanger and Oslo come through, trim and neat and coughing; and rusty Britishers, sailing at venture, loaded to their Plimsol marks; and smart, high-sided Britishers under known houseflags, all most exact in dipping the Red Ensign to our colors as they range by. The Quartermaster says you must watch the Blood an' Guts, for if you don't give him dip for dip, the brass-bound British skipper will write a letter to the Port Authorities, and presently the young O.O.D. will be explaining to the Captain. On the other hand, there is every variety of American—freighters and fruiters and tramps, and west-coast fellows with deck-loads of yellow lumber, and long oil-tankers that overlap us bow and stern and set us rocking in the wash of them; the Americans are mostly quite willing to overlook the dipping of colors and such fancies. Frenchmen from Nantes and Bordeaux and Le Havre, working the South American trade, salute us, and Italians from Genoa and Naples, and unclassified Greeks from Piræus. There are Peruvians with clipper bows and raking stacks and flimsy top-hamper, and taut Chileños—two beautiful big Chileños with squat red stacks particularly, which always carry mail—and Japanese and Germans. Once in so often, tall white liners on world cruises warp across our bows to Pier 18, and ashore they are swamped with tourists. Lying in Balboa, by the way, we rig a screen amidships by the harem where the sailors and marines wash themselves: some tourist-folks complained, once—six hundred yards off, to a thousand, we figured, but then, there are binoculars . . . Foreign warships come in to visit: dainty British light cruisers, firing guns for Amador Fort and for the Admiral's flag. A school-

ship of the German Republic, that was a destroyer-leader at Jutland, her wardroom very pleasant gentlemen to meet, lay with us for a while. *H. M. S. Hood* transited the Canal, ten inches in the locks between the concrete and her under-water blisters. Liberty parties from the United States Fleet, anchored outside from San José Rock to Tobagilla, disembark in our slip. Scouting Fleet destroyers tie up inshore of us by divisions. *Utah*, *New York*, and *Arkansas* moored to the dock yonder with the midshipmen. Sea-planes spatter down on occasion, from Coco Solo on the Atlantic side. The Frenchman, Alain Gerbault, circumnavigating the globe in a sloop about the size of our little Number 3 Motor sailer, visited aboard us, and the Commander gave him a new flag, and sent a detail to put a coat of paint on his sloop for him.

Ashore, you can drive out, ten miles or so on a concrete road, to Old Panama. Here the surf gnaws at the crumbled masonry of a sea-wall that knew the cordovan boots of the Conquistadores, and the jungle crowds down to the sea where the rich town stood before Sir Henry Morgan came. Certain gray high ruins uprear themselves in the matted vegetation; you see lizards sun themselves on the walls of the Intendencia, and the convent where the grandees of New Spain sent their girls. There is the Cathedral tower with a tall cieba tree growing up inside of it; this was the Cathedral of the Golden Altar that was a wonder of the New World. A little way inland is a bridge of massive stone, weed-grown on top, but the graceful arch still springing clear, over which the broken Spanish garrison streamed back after they met Morgan's bucanneers on the savannah where the concrete road runs now.

New Panama is a swarming, polygot place of white and black and tan and yellow, where you can buy anything and do anything—almost. Marines on shore patrol learn its intricacies rather well: they have to. Ancon and Balboa are clean and barbered, with green grass through the dry season, and tall palms drawn up in ranks. Getting a house to live in—that is something else again. From Amador on the mouth of the Canal, the Army posts run inland, Corazal and Clayton and Gailliard, very pleasant to drive among in the evening. Taking it by and large, there is no place in the Tropics so livable as the Canal Zone; the argument is, as to which side you prefer.

The Special Service Squadron doesn't see much of the Atlantic side, where the submarines and the air people base on Coco Solo. If we stop there at all it is for emergency coaling, and rush orders of supplies. That means all-hands working parties, and get clear as quick as you can: rough wash down at sea. What you remember mostly is Limon Bay, and the rainsqualls on it. Off Panama, it is calm, and no wind comes there, ever; only the long glassy swell. They still tell of the sailing ships in the old days, that cleared from Panama on light airs and lay becalmed in sight of Tobaga and Flamenco and the town, for months, until their supplies were exhausted. But no one ever saw Colon that there wasn't a squall making up off shore, or trailing in



from the breakwater, and outside the Caribbean is violently temperamental and not ever to be trusted.

In this squadron, no unit ever knows very much about what the others do. Only once in two years, for instance, did the flagship have a consort long enough for rowing races to be organized, and shooting matches for the ship's teams. One of them may come in, rusty from the sea: her officers turn up at the club with their wives one evening, and the next, you are gone or they are. It is the Admiral's affair, and the wardroom know nothing about it. For yourself, it is idle to plan: the Executive Officer announces tentative programs, taking into account the Admiral's Inspection and Gunnery, and you innocently calculate ahead on leave in New York, during the annual overhaul period—if that show's still running, we'll get to see it, and maybe it would be a good idea to write north and arrange to get some canvasback shooting in Maryland before it freezes up. Months afterward, an old memorandum may bring these things to mind, on a day that you are coaling ship in a South Pacific Road, with a roll that heaves the bottom of the armor belt up against the worthy sides of a double-ended sixty-ton Chileno coaling barge. In port over week-ends, from target practice in Panama Bay, you assure your wife that August is a good month—schedule calls for four weeks in Balboa for engine over-haul—chief says it's sure, because the engines are awful bad—so we'll get ten days' leave and go to the mountains in Costa Rica—better see about reservations. Then you spend August off the East Coast of Nicaragua, bored witnesses to a revolution that doesn't seem to get anywhere at all. They say that in the Fleet, they can tell you where they'll be to-day a year from now. It's different in the Special Service Squadron.

In the Special Service Squadron, Marines have abundant opportunities to learn the sea phase of their profession. The Flagship carries the largest Guard in the Navy, 103 men and two officers. On the other ships, the Guards number about 50. They are small ships, and the bluejacket complement is calculated on the slenderest margin; so that the Marines are in every case very vital parts of the ship's company. They have the routine duties of gunnery and landing force, and in addition other details come up which are not usually marine jobs. It is easy for the officer to keep his men busy, and the condition is good for him and good for them. There is something about the duty, also, which produces the feeling of being always on parade. This is a clumsy way to put it: yet a foreign capital is a foreign capital, and a president is a president, even though he is extremely dark and his staff does not have the appearance of being habituated to shoe-leather. He gets the full guard and the guns, and his national colors at the fore-truck, just the same. And the men go ashore with the feeling that, in this outlandish place, they are the representatives of all their Corps. It really makes a difference in the way they wear their uniforms and carry their liquor.

The two big jobs, of course, are Landing Force and Gunnery. In normal times, everything is subordinated to training for these activities, and there is sometimes the bitterest difference of opinion, between Commander, Landing

Force, and the Gunnery Officer, as to which is most important. It is rather a question—especially since, on the *Rochester* the Marines had seven of the eight five-inch guns, and if you ever needed those guns, the Landing Force would probably be getting off at the same time. . . . Gunnery training is a permanent activity. The Gunnery Officer is always wanting a little general quarters, and Gunnery officers get what they want.

Gunnery on these old ships is less formal and perhaps more exciting than aboard the modern units of the Fleet. You do not go in for the refinements of director fire, and the ancient guns have each its individuality. There was number 5, for example, that used to fail, sometimes, to return to battery—the sophisticated gun grew would get their shoulders under her and heave her up, and carry on the string. Communications went by voice-tube and buzzer; the blast of the turret guns has been known to knock out all the electric connections aft; then the involved gun captains, stretching their necks forward, would fire on the flash of the gun around the bulkhead. Six months you train, at mounting pressure, until the Gunnery Officer has black rings around his eyes and the young gentlemen snap and growl at each other over the wardroom table, and then the show is over in six minutes. Yet, you get good gun crews out of it, men habituated to every emergency, and capable of hitting respectably. There was a very decent lot of E guns in the Squadron.

Landing Force, however, ought to be the main preoccupation. No unit of the Navy does so much work ashore, and its bluejacket platoons and Marine detachments are at home in many tropic beaches. At present all the Landing Forces of the Squadron are on land in Nicaragua—even the Marines of the *Rochester*, which were left down there this year when the cruiser came up for overhaul. There was a time when each Landing Force was the faithful reflection of the Executive Officer's views on minor tactics, and the views were highly diversified; but now they are standardized and proportionately more effective. . . . There used to be some funny ideas abroad about land tactics—you remember one ship's Admiral's inspection when the stunt that caught the eye of the Inspecting Officer and won his praise was this: the bluejacket platoon in escort to the ship's field piece formed dense skirmish line, prone, to left and right of the three-inch, which was placed in battery in the centre of the Balboa parade ground. The officer blew his whistle, the gun-crew threw themselves on the trail and slewed the gun around ninety degrees, and the skirmish line ran back on the left and forward on the right, so that they all faced in the new direction, clicking their bolts furiously. There was loud applause, and everybody tactfully overlooked the fact that in its combat problem this force had expeditiously lost itself in the man-high grass south of the parade ground, where we used to hold our combat manoeuvres, and stayed lost until the Inspecting Officers got bored and went home to lunch.

Looking back on all of it, it doesn't hurt to get acquainted with our southern neighbors. They are an interesting lot, in most of their phases. During the late Tacna-Arica business, units of the Squadron saw a lot of

Chile and Peru, and the Chilenos especially are worthy of attention. Their Army is after the German model, even to the spiked helmets and feld-grau uniforms, and it is a very able army. Their navy is British-trained, and delightful people to meet. The officers, for the most part, are descended from off-shoots of the Royal Navy, restless chaps of Admiral Cochrane's strain, who emigrated that way in the South Pacific wars of the early 1800's, and settled down to grow up with the country. Their grandsons serve at sea, and you meet chaps with names like Ashton and Murphy and O'Higgins, who look English and Irish and Scotch and speak only Spanish.

The Peruvian Army is all French—their bugle-calls are French, and their uniforms. Our own Navy has had a hand in theirs, and the establishment at Callao is very promising. For the others, Venezuela turns out some very impressive formations, and the Salvadorians have some pretty troops, and Guatemala some very effective-looking ones, and we saw some Mexican battalions execute drills at Vera Cruz that would be a credit to any body.

Finally, a tour in the Special Service Squadron, while some of it drags interminably, will be over much more quickly than you'd suppose. . . . Lazy days off the South Coast of Central America, rocking in the long Pacific swell . . . when only routine gets you through the hours. . . . Hot nights in the windless Gulf of Yucatan, when you sleep on deck and the stars are low and soft and bright. . . . Rainy season on the Mosquito Coast, where your shoes and your belt will show green mould every morning. . . . White and gold uniforms, pretty women and champagne and moonlight on the terrace of the Union Club in Panama . . . and at last, bucketing through Western Ocean storms to Ambrose light, and the lines over the Bollards at Pier 8 in New York Navy Yard, and no more sea. . . .

The friend at Headquarters knew some of it, but he didn't know it all.

## THE WADSWORTH BILL AND THE MARINE CORPS PERSONNEL BILL

BY MAJOR E. W. STURDEVANT, U.S.M.C.

SINCE the Marine Corps Personnel Bill has been drafted and a copy furnished every officer of the Corps, a new factor has appeared in the situation which may have considerable effect on personnel legislation for the Marine Corps. A sentiment has arisen in Congress, especially among members of the Military and Naval Committees, that there should be uniform, or as nearly uniform as practicable, methods of promoting and retiring the commissioned personnel in all branches of the Service. In the past, when Congress has been asked to enact legislation for one branch, among the arguments used to support it was the assertion that that branch suffered discrimination in some feature of the law in comparison with another branch. The existing Pay Act was made law with the idea that every one would share equally in its benefits. The next step, of course, would be to provide equal rapidity of promotion; identical compensation for those separated from the active list other than by age and disability retirement authorized under existing laws; and, possibly, identical methods of promotion.

In view of existing differences of opinion, it would seem impossible to draft a bill which would be uniform for all of the services and would be approved by them all. However, due to Congressional sentiment as indicated above, a joint committee composed of representatives of all branches has been appointed to try to come to an agreement, on some, if not all, features of the proposed legislation.

No one of the Services is satisfied with the existing situation and all desire change. The Navy has put forward the Britten Bill. The Army appears to be backing, tentatively at least, the Wadsworth Bill. The proposed Marine Corps Personnel Bill follows in general the Britten Bill, though with many changes necessitated by conditions peculiar to the Marine Corps.

The Britten Bill has not passed either house of Congress and it is understood there is a certain amount of opposition to it among Navy personnel.

The Wadsworth Bill passed the Senate last session. While no referendum has been taken to find out the sentiment of Army officers with regard to it, it is noteworthy that the *Infantry Journal*, which is usually representative of the feeling of a large group of Army officers, has come out strongly in its favor.

As it is quite possible that some at least of the provisions of the Wadsworth Bill will be included in an All Service Personnel law, should one be enacted, it is considered worth while to make a brief analysis of its principal features, following the discussion of each one with a short reference to the corresponding provision in the Marine Corps Bill.



## COMPARATIVE RATES OF PROMOTION

	Number Years Commissioned Service Required for Promotion					
	To First Lieutenant	To Captain	To Major	To Lieutenant Colonel	To Colonel	To Brigadier General
Wadsworth Bill .....	3	10	17	23	28	..
Marine Corps Bill.....	3	7	14	21	28	35

These figures for the Marine Corps Bill are only approximate, as the Bill does not fix any definite amount of service for promotion to any grade, except that of first lieutenant. However, the eventual result of the operation of the system will be that officers will be promoted after about the indicated periods of service.

There is also a qualification to the figures for the Wadsworth Bill. No officer will be promoted to the grade of major if such promotion would cause the total number of field officers to exceed 40 per cent. of the total of "promotion list" \* officers and none will be promoted to colonel if such promotion would cause the colonel's grade to exceed 6 per cent. This situation will probably not arise, however, until the World War "hump" becomes due for promotion to Major. In view of the size of the hump, it is probable that a part of it will be delayed in advancement to this grade. Officers, on the other hand, may be promoted to the grades of major and colonel on less service than shown in the table if their promotions are necessary to bring the total number of field officers to 26 per cent. of the "promotion list" or colonels to 4 per cent. No officer can be promoted to lieutenant colonel on less than three years' service as major.

It will be seen that the Marine Corps Bill provides swifter promotion than the Wadsworth Bill, except to the grades of first lieutenant and colonel which is the same in both.

## METHOD OF PROMOTION

*Wadsworth Bill.*—By seniority to and including the grade of colonel. Existing law provides that brigadier-generals of the line of the Army shall be appointed from an eligible list of colonels.

*Marine Corps Bill.*—By seniority from promotion lists prepared annually by a board of general officers, except to the grade of first lieutenant, which is after three years' service in the next lower grade, and to the grade of major general, which is by seniority.

## SEPARATION FROM THE ACTIVE LIST

No reference will be made here to methods of separation provided by existing laws and common to both services, such as voluntary retirement after thirty years' service.

\* NOTE.—Distinction should be made here between the use of the expression "promotion list" in the two bills. The Wadsworth Bill provides that the promotion list shall include all officers on the active list of the Regular Army, except generals of the line, medical officers, chaplains and professors.

## VOLUNTARY SEPARATION

*Wadsworth Bill.*—Officers originally appointed on or before July 1, 1920, to the number of one per cent. annually of the total promotion list, may on their own application be designated supernumerary and discharged or retired. A board of general officers selects those to be designated from the applicants, giving preference to those applying for discharge, which means in effect, those with less service. It will be noted that this is a transitory provision, not applicatory to those junior to the World War "hump."

*Marine Corps Bill.*—One general officer and three per cent. of each grade annually may be retired, or transferred to the reserve, on their own application, applicants being restricted to those who have at least ten years' service, calculated for purposes of pay. It is improbable that after 1929 there will be any general officers who have less than thirty years' service, at least for many years to come. The inclusion of one general officer in this provision will then become unnecessary.

The Marine Corps Bill so far as voluntary retirement is concerned is obviously much more liberal than the Wadsworth Bill.

## COMPENSATION FOR THOSE VOLUNTARILY LEAVING THE ACTIVE LIST

*Wadsworth Bill.*—Officers originally appointed on or before July 1, 1920, may, if having less than ten years' commissioned service, ask for discharge; if having more than ten years' service, may ask either to be discharged or to be retired. Compensation is as follows: Officers discharged: Cash allowance of \$40 for each month of commissioned service. Officers retired: Those having more than ten and less than twenty years and those having more than twenty years of commissioned service,  $2\frac{1}{2}$  per cent. and 3 per cent., respectively, of active pay for each complete year of service with which credited for pay purposes.

No retired officer will receive less than 50 per cent. or more than 75 per cent. of active pay at the time of retirement.

*Marine Corps Bill.*—Compensation is the same as for officers of similar length of service involuntarily retired or transferred to the reserve. Officers voluntarily retiring after more than twenty years' service under this bill will receive only  $2\frac{1}{2}$  per cent. of active pay for each complete year of service, compared to 3 per cent. under the Wadsworth Bill.

## INVOLUNTARY SEPARATION

*Wadsworth Bill.*—The Wadsworth Bill provides that the President, on the recommendation of a board of general officers, may retire without his consent any officer of more than thirty years' service. "Service" here is not restricted to commissioned service. No limit is set as to the number to be retired each year.

It is necessary here to explain the Army Classification Act which, slightly modified, would still remain law under the Wadsworth Bill. A board of

general officers under the provisions of this law is convened annually in Washington and considers the records of all officers in the Army, to determine whether or not they should remain on the active list. Those to remain are placed in Class A and those to be separated from it in Class B. However, before an officer is finally placed in Class B, he may appear before a Court of Inquiry, where he is furnished with a full copy of the records on which the classification is based and may present evidence in his own behalf. The record of the court is then forwarded to the classification board for reconsideration of the case. If the officer is finally placed in Class B, a board of not less than three officers determines whether his classification is due to his neglect, misconduct, or avoidable habits. If it is so due, the officer is discharged, if not, he is retired with pay at the rate of  $2\frac{1}{2}$  per cent. of his active pay, times the number of years of his commissioned service, the maximum rate to be 60 per cent. unless his total commissioned service is less than ten years, in which case he is discharged with a year's pay.

In most instances, "B" classification has not been found due to neglect or misconduct. There have been very few final classifications into Class B in recent years and this has brought about the criticism that the law is an inefficient means of removing "dead wood." It must be remembered, however, that not long after the enactment of this law, the commissioned strength of the Army was greatly reduced by other legislation and many officers were eliminated in the reduction who would otherwise probably have been caught in Class B.

*Marine Corps Bill.*—A board of general officers is required each year to place on a Transfer List a minimum number of officers in each grade from first lieutenant to colonel inclusive, equal to one-seventh of the authorized number of officers in each grade less the number of vacancies occurring in that grade that year. All names are to be chosen from the senior four-sevenths of each grade and such other officers as have had three years' service in their grade. The number separated from the active list each year shall be the minimum number mentioned above. Officers of thirty years' service or more so separated shall be retired; of those having less than 30 years' service, all field officers, and captains and lieutenants of twenty or more years' service shall be transferred to the Transferred Officers' Reserve with pay equal to  $2\frac{1}{2}$  per cent. times the number of years' service; after thirty years' service, counting both that in the regular service and that in the reserve, they shall be retired, pay remaining the same. Other officers so transferred to the Reserve will be paid a lump sum equal to three years' pay for captains and two years' pay for lieutenants on transfer to the Reserve, and may remain in the Reserve seven years, during which period captains will receive one-third pay and lieutenants one-sixth pay; they will then be discharged.

There is no doubt that the provision for transfer is the feature in the Marine Corps Bill which will arouse most opposition among Marine officers. This feeling is frequently expressed in the assertion "good officers will be put on the Transfer List just to make promotion." The basis for this asser-

tion is of course the requirement that the board shall put a *minimum* number on the Transfer List each year. On the other hand, it must be realized that the Marine Corps has never had a "combing out" such as the Army and Navy have both experienced. If you believe that the Marine Corps has a great deal of "dead wood" then you will probably agree that the proposed Bill will be very useful, at least for some years; if, on the contrary, you think there are very few who should be plucked, you will consider the bill extremely harmful. In addition, the advocates of the bill assert that efficiency is not absolute but comparative; that in any group of officers, some are less efficient than others; and that the forced retirement of a small percentage of each grade comprising the least efficient in that grade will benefit the Marine Corps and work no injustice to the individual officer. It will be noted that the Wadsworth Bill, together with the Classification Act, provides methods of elimination of the less efficient but does not force the Board to retire a minimum number annually. In fact, the Wadsworth Bill accelerates promotion without "drawing blood," except in so far as selection of officers of thirty-years' service for involuntary retirement may be considered sanguinary.

COMPARATIVE PERCENTAGES IN GRADES

	Lieutenant	Captain	Major	Lieutenant Colonel	Colonel		Total Field Officers	
					Min.	Max.	Min.	Max.
Wadsworth Bill .....	..	..	..	..	4	6	26	40
Marine Corps Bill .....	50	27	12	6½	3½	3½	22	22

Army percentages are figured on the "Promotion List" which does not include generals of the line. Marine Corps percentages are based on the total number of commissioned officers on the active list, including general officers. However, the disparity does not cause any appreciable error in the comparison.

It would be an interesting study to determine whether the Marine Corps without loss of efficiency could absorb the higher percentages in the upper grades which the Wadsworth Bill would bring about in the Army when the World War "hump" attained seventeen years' service. The maximum number of field officers, 40 per cent. of the commissioned personnel less the general officers, would in the Marine Corps be 433, approximately twice our present number. As presumably majors would not be assigned as company commanders, such an arrangement would mean that almost all company officers would be on duty with troops. Assuming our enlisted strength remained at 18,000 and allotting three company officers to one hundred men, out of 650 company officers, 540 would be performing duty with companies or detachments leaving 110 available for instruction, staff duty, etc.

As for billets for 433 field officers, it would be necessary to assign more of them to duty without troops. Various types of this duty, now



frequently performed by company officers are recruiting, instructing in Marine Corps Schools, some kinds of Quartermaster and Paymaster duty and certain types of duty at Headquarters. It certainly would not be detrimental to efficiency to have company officers normally performing duty with troops, since experience in troop leading is of course very essential to those ranks. However, there is no doubt that it would be extremely difficult to administer efficiently the Marine Corps organized in this way. Should the number of enlisted men be increased by any appreciable amount over the existing number, 18,000, without a corresponding increase in the total number of officers, the problem would become almost impossible.

*Cost.*—The Wadsworth Bill has made the periods of service requisite for promotion identical (except to the grade of colonel) with those prescribed in the existing Pay Act for an officer to receive the pay of the next higher grade whether or not he is promoted. A captain, for example, will receive a major's pay on seventeen years' service, though remaining a captain. The Wadsworth Bill would promote captains to Majors on seventeen years' commissioned service. Under certain circumstances, however, the Wadsworth Bill would involve increased costs. For example, a captain of twenty-three years' service gets a major's pay, but if he is promoted to major he will get a lieutenant colonel's pay.

It is impossible to determine accurately the increased cost of the retired list, since no one can say how many thirty-year officers would be retired who would not be retired if the Wadsworth Bill does not pass. It is probable, however, that the additional cost will not be great.

The Marine Corps Bill involves increased cost for the first few years followed by a decrease which in eleven years makes up for the increase.

The advocates of each bill would probably summarize their advantages as follows:

*Wadsworth Bill.*—Greater proportion of officers in the upper grades.

Greater security of tenure by officers of their positions on the active list.

No retirements forced to accelerate promotion.

Involuntary separations from the active list only under one of two conditions:

(1) After the officer concerned has had an opportunity to be heard in his own defense.

(2) After he has completed thirty years' service, in which case he will be retired with the full retired pay of his grade.

Better financial arrangements in some cases for officers separating voluntarily from the active list.

Little additional cost.

*Marine Corps Bill.*—More rapid promotion in the lower grades.

More effective elimination of "dead wood."

Greater opportunity for voluntary retirement.

Eventual saving to the Government though greater cost in the first few years.

## THE THIRD HUNTSMAN

BY CAPTAIN ROBERT BLAKE, U.S.M.C.

The first said it was the moon,  
The second he said nay;  
The third said it was a cheese,  
And half of it cut away.

—Mother Goose.

THE pursuit of a bill to provide a universally competent officer personnel, together with a satisfactory rate of promotion, is as fraught with dissension as the hunt of the three jovial Welshmen. What is the moon to one has always been cheese to another. Yet, if we must be improved by means other than now existing in law, selection-out plus adequate consolation compensation seems as close to the ideal as can be expected in practice. That provides for the elimination of the unfit, the incompetent, and the lazy more certainly than does the present system because the cash provision made for those meriting selection-out should harden the hearts of boards against them. Carefully planned it might even, glory be, reduce the cost of the officer personnel. It recognizes the finality of authority through retaining for the fit promotion by seniority. It retains to some degree the security of occupation existing under present law. It controls the speed of promotion.

Yet it is possible that extending the competitive system beyond the probationary period may possess some of the chill as well as the glory of the moon. True, it aims to eliminate the dead wood and maintain a steady flow of promotion. But, who are dead wood? All approve of its elimination. None considers himself such. Ironical if under such a bill the course of time should apply the axe to one who helped frame it. A Doctor Guillotine to the scaffold!

Before, then, condemning the present system of promotion and elimination for its inherent evils, consider the alternative evils that might inflict themselves upon the Marine Corps if a more competitive system were adopted.

Original love for one's chosen profession is not the prime motive guiding the selection of a life work. That motive is economic pressure. Where the chance of failure is greatest the reward for success must be greatest. Where the reward for those who reach the pinnacle is low there must be compensating factors if talent is to be attracted. A Marine Corps commission under existing laws is now attractive to able young men who like the military profession. That is because the collateral guarantees compensate for the absence of the unlimited opportunities of civil life. Those guarantees are security of position, certainty within reasonable bounds of moderately good pay for life, leisure for contemplation and the full enjoyment of life, freedom from worry over one's job, protection against the caprice of employer, freedom

from the undermining activities of unscrupulous subordinates, and liberty, even encouragement, to express professional opinions contrary to those held by seniors without jeopardizing one's means of livelihood so long as loyalty of action accompanies that difference in opinion. It is such guarantees that make it worthwhile for a man to follow the profession he loves best despite its low cash reward for the greatest achievement. It is for such guarantees that the candidate for a commission is willing to abandon his civil liberties; to forego the greater opportunities of civil life; to lead an abnormal family life; to give up a settled home and settled friends; to endure the discomforts of inadequate housing; and to accept cash compensation inadequate for the ability required, the standard of living expected of him, and the tremendous added expense of a transient existence. It is therefore probable that the diversion of potential officer material into civilian channels will be in direct proportion to the reduction of the collateral rewards guaranteed those who accept commissions. It is not necessary to remove entirely the guarantees in order to make the Marine Corps no more attractive to potential officers than civil life. Remove all those guarantees and the service becomes far less attractive.

The limited financial return and the known discomforts of service life set the point below which those guarantees cannot be dropped without a serious decrease in the calibre of candidates for commissions. That point is very close to the present high guarantee. To expect a university graduate of the calibre desired by the Marine Corps to come to us knowing that he has just as much chance of losing his job after two to twenty years' service as he has of losing a job in civil life and with no possibility, even if he becomes Commandant, of winning more than a moderately good salary, is expecting too much. The limited reward offered for success in the Marine Corps would not be worthwhile under such conditions regardless of how fond one might be of the service. The narrow service life renders its devotees progressively less fitted with advancing years for civil life. The field of military employment is limited. These two factors are additional handicaps to the Marine Corps as a competitive profession. The discharged superintendent of a steel mill can find new employment with innumerable steel companies. Not so the Marine Corps major discharged after fifteen years' service. There's no rival military company to employ him at a living wage. He may not be incompetent. He may be a competent man in a high class field sacrificed to maintain the steady flow of promotion. But he'll be out with no profession, no trade, nothing in his line to do unless it be to work for revolutionists in a troubled nation.

There are those who, while admitting the necessity for a high standard of professional ability and achievement among Marine Corps officers and for a satisfactory flow of promotion, yet also feel that the present laws provide a satisfactory means to obtain those needs. In the first place, they would bar the incompetent at the door in so far as possible. The addition of an intelligence test to the present entrance requirements is suggested to provide against

commissioning officers lacking the desired native intelligence. A university diploma is no guarantee of either intelligence or of industry. Passing a prescribed entrance examination is frequently more a tribute to the professional crammer than to the successful candidate. In the second place they would apply rigorously the right to discharge probationers who, although perhaps possessing sufficient native intelligence, are otherwise unsuited to the service. Finally, they would apply present promotion laws to eliminate those who fail to grow in ability and reliability as well as in years.

Such a policy would not, perhaps, materially help the flow of promotion. Many officers, however, believe that tightening up on retirements for physical disability would relieve that situation somewhat. Put out all who aren't able to endure such hardships as officers of our respective ranks would be required to endure in the field in time of war. But then there's the alleged prohibitive cost of a heavy retired list in this economical age to eliminate that plan.

So whatever system is proposed to relieve the present situation, none seems to meet with the full accord of all elements. All officers wish more rapid promotion. All agree on the advisability of eliminating such dead wood as may exist if that can be done without likewise eliminating the sturdy independence of thought and fine loyalty of action that is characteristic of the Marine Corps. All agree that it is necessary to keep expenditures as low as is commensurate with military efficiency. Yet so far there seems to have been no unanimity of opinion as to the best means of achieving those desired ends. Whatever the proposition, its identity as the universal panacea for the ills of the commissioned personnel becomes as much the object of disagreement as the successive quarries flushed by Mother Goose's jolly Wesh trio.

All day they hunted,  
And nothing could they find  
But an owl in a holly tree,  
And that they left behind.

One said it was an owl,  
The other, he said nay;  
The third said it was an old man  
Whose beard was growing gray.



## SUGGESTIONS FOR OFFICERS GOING TO SEA

BY CAPTAIN LEMUEL C. SHEPHERD, JR., U.S.M.C.

A FEW weeks ago a Marine Officer who had received his preparatory orders to command the guard aboard a battleship asked the writer for some dope on sea duty. As quite a few Marine Officers are sent to sea who are not familiar with this important phase of our profession, it is possible that these suggestions may be of help when ordered aboard ship.

Sea duty should not be looked upon as something to be dodged as a great many officers at present seem to think. As a famous Marine General once remarked, "You are not a real Marine until you have made a cruise at sea." We are essentially a part of the Navy and therefore should be familiar with its life and personnel. The only way to obtain their viewpoint, learn their game and form close personal associations with them is by going to sea. An officer will find the knowledge gained at sea and the friends made there of inestimable value to him as he rises in the service especially at posts where he is under a Naval Commandant and on expeditions when Naval Officers are in command. Therefore every Marine Officer should strive to go to sea.

In describing routine and life aboard ship it is difficult to speak in anything but generalities as each ship differs in its life and customs and each commanding officer has his individual ideas of how his vessel should be run. Therefore each senior Marine Officer on reporting aboard ship for duty has his own particular problem to work out.

### I

#### BOOKS TO STUDY

An officer who has never been to sea before should procure the following books and study such sections as are given below.

*The Boat Book, U. S. Navy, 1920.*

Pages 11-51; 108-116; 131-160.

*The Ship and Gun Drills, U. S. Navy, 1922.*

Pages 1-70; 105-117.

*The Bluejackets' Manual, 1918.*

Pages 105-115; 119-132; 143-176; 593-606.

*Naval Ordnance, U. S. Naval Academy.*

Such parts as apply to the 5-inch Battery, especially nomenclature and fire control.

*Naval Courts and Boards.*

Duties of a Judge Advocate of a General Court-martial.

*Training Regulations.*

Such parts as cover the "School of the Soldier, squad, platoon and company."

*Navy Regulations.*

Chapter 5 (Honors and Salutes).

*Marine Corps Manual.*

Marine Corps Company Administration.

Pay rolls.

Muster rolls.

Property (accountable officer).

By thoroughly familiarizing himself with the above publications a Marine Officer will find that ships' routine and nautical phraseology will come quickly, allowing him more time to concentrate on his organization and gunnery drills.

## II

## UNIFORMS

The quantity of uniforms needed aboard ship vary with the individual. However, it must be borne in mind that a Marine Officer at sea is always under the eye of the Navy and therefore he must appear at his best at all times. It is therefore the best policy to be well stocked in clothes before going aboard ship. This is especially true of an officer going to the Battle Fleet as good Marine Tailors on the west coast are hard to find and the opportunity for fittings limited.

An officer going to the Battle or Scouting Fleet will need the following uniforms:

- 2 suits of Blues.
- Blue, White and Khaki caps.
- Black, White and Russet shoes.
- 6 suits of Khaki with straight trousers.
- 3 pairs of Khaki breeches for landing parties.
- 1 pair leather puttees.
- 4 suits of Whites.
- Blue Mess dress.
- White Mess dress.
- Boat cape.
- Overcoat.
- 6 pairs of white gloves.
- Campaign Hat.

An officer going to the Special Service Squadron will need the following uniforms:

- 1 suit of Blues.
- Blue, White and Khaki caps.
- 6 suits of Khaki with straight trousers.
- 4 pairs of Khaki breeches with leather puttees for landing parties.
- 6 suits of Whites.
- Blue Mess dress.
- White Mess dress.
- Boat cape, authorized but not essential.
- Overcoat.
- 4 pairs of White gloves.
- Campaign Hat.

In addition to the above uniforms each officer going to sea should provide himself with civilian clothing, as it is customary throughout the Navy and required on some ships that officers going on liberty wear civilian clothes.

Besides the regular equipment carried by a Marine, each officer should provide himself with a button board, N.C.O. Polish, Jewelers' rouge and a brush for polishing his buttons and ornaments.

### III

#### ROUTINE

The daily routine of sea varies with each ship and depends on the particular drills or work to be performed and ship movements schedule. A usual day's routine as applied to Marines is about as follows:

0630 Reveille.

Hammocks stowed immediately.

0700 Breakfast.

Turn to and clean up compartment and get ready for quarters.

0800 Colors, guard of the day renders honors. Physical drill, with or without arms or informal guard mount may be held at this time.

0900 Quarters for muster and inspection. The Marine Officer receives report of his guard, which forms at his division parade. At "Officers' call" he falls in according to the number of the Marine division (usually the seventh) and at Executive Officer's command division officers report their divisions. Upon being dismissed inspect your guard and give them the manual of arms. All hands double time around the ship at the command of Executive Officer on the bugle. At recall go below and change into old clothes. General quarters is sounded immediately and the Marine Officer goes to his station either in the top or at the guns. He reports by 'phone or voice tube to the Gunnery Officer when his guns are manned and tested out and then carries out the prescribed gunnery drills.

1130 Recall.

1300 Drill call. Go to gunnery drills if it is the order of the day. After being dismissed from these, Marine Detachment generally holds a short drill of its own on:

Automatic rifles and machine gun.

Squad movements.

Bayonet exercises.

Orderly instruction.

Lecture on extended order, scouting and patrolling.

Guard duty.

Boats.

Signal flags.

Semaphore and such other drills as Marine Officer may direct.

1630 Recall.

Sunset colors, guard of day renders honors.

Fridays are generally a field day and all hands clean ship and equipment.

Saturday morning, Captain's inspection of ship and personnel.

## IV

## GUARD DUTY

Guard duty aboard ship is usually run with four hour watches "day on and day off," although it is sometimes possible to run "a one in three guard." The posts furnished are as follows:

- Captain's orderly.
- Executive Officer's orderly.
- Admiral's orderly, if a flagship.
- Chief of Staff's orderly, if a flagship.
- Communication orderly.
- Brig Post.
- Telephone orderly.
- Life Buoy Post at sea.

The guard is generally relieved around 0800. The most intelligent men are used as orderlies while the ones not particularly neat can be used for gun strikers (one per man), messmen and compartment cleaners.

When your ship has the division guard, which occurs about every third day, one Marine Officer must remain aboard.

In rendering honors the full guard is only turned out for an Admiral visiting or leaving the ship officially, coming in or going out of port, or passing a ship where a salute is rendered. In presenting full guard to an Admiral coming over the side, give "Present arms" as his foot hits the top grating of the gangway. The band will sound "Ruffles and Flourishes" and play "The Admiral's March". Keep them at present arms until after the Admiral passes your guard (the latter is not obligatory but looks more military). On the Admiral's return give "Present arms" as he approaches your guard and remain so until after he goes over the side. The band plays "Ruffles and Flourishes". The Captain leaving or returning to his ship officially rates only the guard of the day and the honors are rendered by the Sergeant of the guard. At inspection by the Captain or Admiral have your detachment at "Open, ranks". At his approach "Present, arms," in this position. Then usual inspection.

## V

## FINAL ADVICE

When reporting aboard ship show the Officer of the Deck your orders and he will direct you to report to the Executive Officer. Have the messenger take you to the Marine Officer's room. Find out from him what the uniform of the day is and shift into it. Then report to the Executive Officer with your orders and ask him when it will be convenient for you to report to the Captain. Wear sword, and if in Blues, white gloves. At sea a Marine Officer wears his sword at all formations in which his guard falls out under arms.

Go aboard ship with the idea of making as many friends as possible. Try to coöperate in every way to make your ship a happy one and the best in the fleet. A Marine Officer always gets a lot of extra jobs wished on him.



Take them and don't grumble. Try to make yourself indispensable in the ship's activities. If any kind of an athlete, go out and help coach the ship's teams. All these things help to make friends in the ward room and an officer can help his detachment a great deal by having friends among his brother officers.

At sea personal cleanliness and neatness of uniforms and equipment count for a great deal. The average Captain of a ship wants a guard that always puts up a soldierly appearance at inspections, has clean, snappy and efficient orderlies and the remainder of the guard doing their duty well with no reports. Add to this a guard that can hit the target at Battle Practice and you will be considered a first-class Marine Officer.

Encourage the men of your detachment to go out for ship's athletics. It helps a lot to have Marines on the various teams and boat crews and there is also keen competition between the various divisions aboard ship and other ships' detachments.

Remember that there are only seventy-five Marines aboard a battleship to one thousand one hundred bluejackets, so don't try to buck the Navy. Be diplomatic and swallow your pride if necessary to prevent useless argument. Remember that the Officer of the Deck has the Captain's authority for any order he gives. Many times he is junior to you in rank and apparently in the wrong when ordering a Marine to perform some extra duty. Don't bawl him out as it will surely lead to trouble. If you have a real kick, go to the Executive Officer with it and generally you will find he will more than meet you half way.

Most guards have a lot of false ideas about their rights aboard ship. Don't let them feel that every time they get a little extra work that the Navy is trying to put something over on them. Discourage any feeling that may exist in your guard that the Naval Officer and Bluejacket are greatly inferior in a military sense to a Marine and therefore do not require the same respect and courtesy. The Navy's job is to run the ship so naturally they are not going to be as soldierly as a Marine whose principle duty is to drill well. Make your men always salute snappily and be neat in appearance. Foster a pride in your detachment and ship and make your men believe a seagoing Marine is far better off than his brothers ashore.

## ON POLO

BY CAPTAIN P. A. DEL VALLE, U.S.M.C.

IT IS said that polo had its origin in the dim past, when nomadic tribes, after conquering territory from their enemies, indulged in this sport as a celebration of their victory and in order to preserve their horsemanship and combativeness. They used the skulls of their dead enemies for balls. (Spalding, please copy.) The theory is that India was once invaded in this way and the sport at once took root. The British, of course, got it there. They developed a highly interesting game and passed it on to us, and to the rest of the world. To-day it has become one of the most popular of sports, especially with the Army; although there are numerous civilian teams as well. It is the writer's opinion that the Marine Corps should give the matter some consideration. The originators had in mind their horsemanship and their combativeness, both of which might suffer in times of peace. I may add that a keen eye and a steady hand ought to be equally desirable for us as well.

Obviously there are objections, all of which boil down to the undeniable fact that it takes money to do it. Yet those of us who are interested in it, both for love of the sport and for the good it will do the Corps, do not believe the obstacles to be unsurmountable. And we do not speak from theory alone. We have been experimenting delightfully down here in Haiti. We are playing polo, giving fair exhibitions, too. We have formed an association which is self-supporting. And not a one of us is wealthy. A large number of members of the Colony here have joined the Association. They do not play, but come regularly to watch the games. They contribute each month a small sum, about what it would cost them to roll for the drinks at the club during the time they are watching the matches. We who play contribute a little more and buy our own sticks and horses when we can afford them. The Champ de Mars is our field, and we are spending some money to improve it. I think this is an adequate answer to those who believe polo would be impossible in the Corps on account of the expense.

Back in 1916, as some of us will remember, we began to play polo down here. We usually played in two opposing teams, one composed of second lieutenants and the other of all the other ranks. In those days a second lieutenant wore no insignia of his exalted rank, so somebody facetiously remarked that it was "the second lieutenants *versus* the officers". In a spirit of fun and good sportsmanship we played the best we knew how. Some had played out on the China station and others in the Philippines. Most of us had not played at all, but we were all in the same boat on account of the horses. None of these were trained and all of them were stallions. To the ordinary wear and tear of a polo scrimmage there was added the temperamental outbreaks of bellicosity among our mounts. It was not unusual

for one of them to attempt a bite at a passing horse and to give the rider a nip instead. I recall one in particular, we called him Baracuda, who was finally ruled out of the game by the Brigade Commander, then Colonel Waller, for nearly biting the head off a music boy who was trying to pick up a ball for us.

The sport persisted in spite of the general exodus to Santo Domingo, but eventually died down, to be revived again in 1926. The revival was happily staged in most favorable circumstances. The High Commissioner and Mrs. Russel enthusiastically supported us and gave us the High Commissioner's Cup. The American Charge d'Affairs, Mr. Gross, had just come from France where he had been playing. He was an enormous addition, as he was able to teach us a lot. He also has donated a cup, The Legation Cup. The Brigade Commander, Colonel Myers, and the Chief of the Gendarmerie, Colonel Turrill, gave their hearty support and the thing got going like a house-a-fire. The entire Colony enjoy the games now, and the Haitians come in perfect swarms. All the little street urchins know the names of the players and cheer lustily when someone who is unhorsed is able to get up and resume the game. As I write this, I can see out the window—there are about six Haitian boys outside. They have one of our old balls and have made themselves short sticks with heads on them like polo mallets. They are dashing about at a great rate, pretending they are on horseback and playing polo. The enthusiasm seems general. President Borno had all the players up to the Palace informally after a practice game one day and showed great interest in the sport.

What football gives the Marine Corps, and it gives it a great deal, polo can also give, in a different way. The expense I am certain can be overcome with a little good will on the part of the individual officers of the Corps and the higher authorities as well. It is absurd to think that we could have polo at all posts. But we could have it at the concentration centres where there are horses anyway and where the facilities for stabling exist. Parade grounds will be our playing fields; that will not cost a thing. A good string of ponies will not break the Marine Corps, and there need be but one really good set of horses. Second string ponies are relatively cheap, and these would do for all ordinary purposes, the good horses being used for matches representing the Corps. It is certain that a number of officers would get their own mounts. A lot of us pawn our jewels and obligate our pay in advance to acquire doubtful automobiles. After the fever has got you, it will seem a great deal wiser to get a good pony. Saddles, bridles, sticks, etc., are not beyond the reach of all.

The thing can be done. Let us form the Marine Corps Polo Association, and let us pay a small sum each month toward the establishment of the sport. Let us begin by using some of the horses we have now at Quantico, say, just by way of a beginning; I daresay they will be no worse than the Haitian stallions we are wrestling with here. It is all a matter of getting it started.

If there is a man within eyeshot who has red blood in him and does not thrill at this game, he should visit the doctor.

There are in it some exquisite sensations. You ride at your man with a stick in your hand, poised as if it were a lance at the carry. For the moment you are riding with your ancestors in some ancient tournament of King Arthur's. Or your subconscious memory takes you back to where some old great-uncle rode with his troop in a cavalry charge. There is a crush of ponies, their sweating bodies against you. \* There goes the ball, and you must hit it and hit it true. The thrill of combat is there. There is a call for courage, horsemanship, a keen eye, and a steady hand. And the Marine Corps can't have too much of that. It comes cheap at any price.



## TRANSPORTATION OF TROOPS

BY MAJOR J. R. HORTON, U.S.M.C.

**T**HE handling of a large body of men by rail transportation is made comparatively easy through the coöperation of the Troop Movement Bureau, with headquarters in the Munitions Building, Washington, D. C. This Bureau is operated and maintained by the American Railroad Association, and its personnel at present consists of three experienced and very efficient men—C. F. Stewart, G. C. Roney and W. T. Scruggs.

This Bureau was originally established in June, 1916, and during the Mexican trouble of that year rendered valuable assistance to the War Department in connection with the movement of the National Guard Organization. With an increased force the Bureau operated most effectively during the World War, and made possible the prompt, efficient and safe movement of over twelve million men by the operation of over twenty-two thousand special trains. The Bureau is maintained solely for the interest of the Government, and its representatives keep in touch with the Transportation Division of the several Departments with the view of ascertaining what is desired to be done and to arrange through the appropriate channel in each case to do it; to see that trains and crews are provided at the time required, and in general to translate into terms of action the necessities of the Army, Navy and Marine Corps.

To complete arrangements for a troop movement all that is necessary is to furnish the Troop Movement Bureau with the number of troops involved, including officers and enlisted men, the type and amount of equipment required, the starting point, destination, date of departure, and number of men to be assigned to each pullman berth or section. The baggage car for the personal effects of the troops is provided by the railroad authorities without additional cost. If the troops are to be subsisted en route by the Marine Corps, a large baggage car with end doors is provided for use as a kitchen. No additional charge is made for this car. When dining car service is desired, arrangements are made to serve a one-price meal (seventy-five cents) to all enlisted men, payment for same to be made by the Mess Officer assigned to the train.

A representative of the railroad line over which the special train is operated always accompanies the train over his line. Through the courtesy of the railroads involved, the representative accompanying the troop train arranges for delivery to the train en route of orders placed with him by the Mess Officer for bread, fresh beef and ice. Despite all precautions this courtesy has in several instances been imposed upon. In a recent troop movement after all parties concerned had been carefully notified that the Mess Officer assigned to the troop train would place orders with the railroad repre-

representative accompanying the train, for bread, beef and ice only, one Mess Officer requested the representative to have four empty barrels delivered, and another ordered through the same source half a dozen paring knives. Such orders fail to impress the railroad official with the idea that the Marine Corps is prepared at all times for instant movement. The orders, however, were handled without objection, and the empty barrels and paring knives were delivered.

In reference to the cost of railroad transportation, it is interesting to note that there are a number of railroads known as land-grant roads, that have been aided in part in their building by grants of land and bond aid by the Government, in consideration of which the Government is entitled to a credit of 50 per cent. of the fare in the movement of troops, and over a few lines free transportation. Other lines have equalized their fares in competition with the land-grant and bond-aided lines. Under an agreement with the Railroad Association the lawful commercial fares as on file with the Interstate Commerce Commission, less lawful land grant deductions, less 3 per cent., are applied. In view of this equalization of fares by the railroad, it is the duty of the Troop Movement Bureau to insure an equitable division of traffic among all lines; in other words, the routing of troop trains is determined by this Bureau.

When transportation of freight is to be considered in connection with troop movements, it is necessary to notify the Troop Movement Bureau of the number and type of freight cars required. This information is usually furnished by the Quartermaster at the starting point, and is governed by the number of motor vehicles, guns, planes, ammunition, etc., to be transported. In determining the cost to the Government of freight transportation, two very important features are to be considered—the proper classification of the property or stores involved and the proper loading of the individual cars, *i.e.*, the placing of stores of like nature in the same car, and seeing to it that all cars are loaded to capacity. In entering on a bill of lading the description of three tractors the inexperienced person would classify them as “tractors”, but if properly classified as “military impedimenta” (a term used in the description of a varied assortment of military supplies or freight), there would be in a transcontinental shipment a saving of approximately \$18. On the other hand, two trucks should be classed as “trucks”. If described as “military impedimenta”, as is done in the case of tractors, there would be a loss to the government in a transcontinental shipment of more than \$180. Explosives are loaded and charges for same are strictly in accordance with regulations and rates of the Interstate Commerce Commission. In a recent movement from Quantico to the West Coast, where freight cars were included in four different trains, the freight transportation cost more than \$22,000. The importance of properly classifying the freight is realized more fully when it is known that if the classification of the property involved had not been properly accomplished there would have been an additional cost of approximately \$9000.

## AN EXPERT RIFLEMAN OF OTHER DAYS

**T**HE Marine Corps is justly proud of the records made by members of the Corps on the target ranges at home and abroad, and it may be of interest to these experts of to-day to read an account of an expert rifleman of other days.

Mr. David Hilger, State Librarian of Montana, knew that part of the country in the early days when Indians and buffaloes roamed the vast stretches of prairie and he found the account of the technique of buffalo shooting quoted below in a book written by John Palliser in 1853.

It is a far cry from the long-barrelled muzzle-loading rifle of 1847 to the modern magazine breech loader of modern times, but in 1847 the muzzle loader was the best they had and the skill in its use protected the hardy pioneer from the onslaught of the hostile Indian and provided him with buffalo meat to stay his hunger and buffalo robes to keep out the cold in winter.

The Indian and the buffalo have both left the great Montana plains forever and the muzzle loader went with them, but it is of passing interest to read of those exciting days from the accounts of an eye witness.

From John Palliser's "Solitary Rambles and Adventures of a Hunter in the Prairies," published in London, 1853.

Mr. Palliser visited Fort Union on the Upper Missouri River in the fall of 1847 and spent the winter there.

Page III. "Buffalo-hunting is a noble sport, the animal being swift enough to give a good horse enough to do to close with him; wheeling around with such quickness as to baffle both horse and rider for several turns before there is any certainty of bringing him down. Added to which, there is the danger of being charged by one old bull while in pursuit of another; this, however, they will not often do, unless when blown by the awkwardness of a bad hunter, in chasing them too far, when they turn and get desperate.

"The first object in approaching a herd of buffalo should be to get as near as possible before charging them; then rush in with your horse at full speed, single out one animal, and detach him from the herd, which you will soon do, and after a turn or two should be able to get a broadside shot, when you should endeavor to strike him behind the fore-shoulder. While reloading, slacken your horse's speed to a hand gallop. The general method of loading is to empty the charge from the horn slung round your neck into the palm of your hand, whence you can more easily pour it down the barrel; you then take a bullet wet out of your mouth, and throw it down upon the powder; by which means you avoid the necessity of using the ramrod, a most inconvenient process when riding fast on horseback. I found it from experience better to dispense with both powder-horn, ramrod and copper caps altogether, and use a light self-priming flint gun, carrying the powder loose in

the skirt pockets of my shooting-coat, and thereby having no further delay than to thrust my hand in for it and empty it down the barrel of my gun; accuracy in quantity at such close quarters being of small importance. Taking the bullet from the mouth is both the quickest and safest method of loading; quicker than fumbling for it in your pocket, and safer, because it being wet causes it to stick for a moment without rolling forward on depressing the muzzle to take aim; and my brother sportsmen are doubtless aware of the danger of leaving an empty space in the barrel between the powder and the ball. I would not, however, recommend anyone to depend too much upon the retention of the wet bullet, but to fire immediately on lowering the muzzle. I ought here to mention, that in running buffalo you never bring the gun to your shoulder in firing, but present it, as in the plate, across the pommel of the saddle, calculating the angle with your eye and steadying yourself momentarily by standing in the stirrups as you take aim. This is difficult to do at first, and requires considerable practice; but the facility once acquired, the ease and unerring steadiness with which you can shoot is most satisfactory, and anyone accustomed to this method condemns ever afterward the lifting of a gun to the shoulder whilst riding at full speed, as the most awkward and unscientific bungling."



## WHAT PRICE EXPERIENCE?

BY MAJOR JOSEPH C. FEGAN, U.S.M.C.

**H**AVE you ever at some time during your service been one of a crowd gathered in the office of the Officer of the Day when the orderly for the commanding officer entered and handed Lieutenant John Smith an order detailing him as Post Exchange Officer? Do you remember what a howl went up from all hands, and what a forlorn look came over Lieutenant Smith's face? How the look reflected his innermost thoughts of the fear of "being checked", and how he showed that he felt he was hanging up his monthly pay check for the whole Exchange force to shoot at? Further, how he allowed he came in the outfit to soldier, not to run a store; that he never could make any head or tail out of the darned Exchange Regulations anyway; that he did not know a trial balance from powder monkey, and anyway why should he be picked on when Lieutenant Brown, who ran a peach of an Exchange in Port-au-Prince, was not being worked to death. Smith forgot all the time that he was explaining exactly why he was selected, but as he re-read his orders he became panicky, sour-balled and finally combative, much to the victory of the gathering, and wound up by rushing out of the office to "put in" to be detached.

We next find this very same Lieutenant Smith "taking stock" and later on "looking over the books"; but in doing all these things he notes that most of it is Greek to him, and that he has to take the word of his assistants for too much. Consequently, he carries an added fear. In fact, he carries this fear as long as the detail lasts. Then on top of this load he is haunted by the ever-solicitous salesman, who immediately sees he has a new victim and consequently "digs in" until he gets the dotted line fixed up. Then the rookie awakens to the fact that perhaps the stuff won't sell. He cannot swallow his pride and ask his assistants for advice, so he counts it as blunder number one and another worry; and so goes the day. By evening he is in a frenzy.

He goes home with the same cheerful expression a true mourner would wear, sits down at the dinner table with his eyes glued on some distant point and with his mind turning over in terms of balance sheets, store-room robberies, cash shortages and dead stock—eating his dinner amounts to a series of motions. His family complains of his unsociable conduct—another worry. Finally he feels worn to a frazzle and staggers to bed—not to sleep, but to think only of ruthless Post Exchange Councils pawing over his books, pointing out his poor arithmetic, and making notes for that awful A & I to read when he "drops in." After he has lived through all that his heavy eyes see the breaking of another day which will bring new salesmen, new growls and other cheerful events. He thinks, "A great life if you don't weaken!"

How many of us have such an entry in our personal log under the heading "Experience"! My point is: Just because the "old-timers" went through such an ordeal, why cause the "new-timers" to suffer when it can be avoided? Are any of us willing to admit that we are so subservient to custom and routine that we lose our sense of progress? Not many! Then why not introduce some changes in our system in order to eliminate these lessons in "experience" which are so costly to the net profits and popularity of that feature of our duty?

Why not adopt the Chain Store Purchasing System, or standardize our shopping list? Such systems have proven beneficial in the civilian business world, and therefore are bound to be so in the service business world. The fact that our customers wear leggings and brass buttons does not stand to alter their tastes and likes for the necessities of life. Therefore, why not prepare a list of the popular standard articles representing a summary of lists submitted by all our exchanges, showing the "best sellers" among the necessities? I will boldly say that such a list would be astonishingly small, as most marines are satisfied with any reputable article. This standard menu should bear mainly those articles which are not perishable and so packed as to have no fear for climate. After the composition of this list has been decided, specify the amounts desired and the time and place of delivery of each article; then let open bids for the service, to run annually or semi-annually in the same manner as the Quartermaster Department handles the procuring of our staple articles. This system has handled successfully for years the supplying of such articles; so why should it not answer for exchanges as well as for commissaries? Give the task to the lowest reliable bidder, unload it from the shoulders of the exchange officer, remove many accounts from the pages of his books, simplify liquidations and the work of the auditing departments, lessen chances of accumulating dead stock, increase the net profit figure, insure regular deliveries, diminish the chances of embarrassing situations in the hands of crafty salesmen, and popularize the assignment of Post Exchange Officer.

Naturally the retailers or middlemen will condemn this idea, as they will thereby lose their profit; but our business is to increase the profit of our Exchanges. Its adoption may cause a temporary delay in routine at the start, but once in operation will accelerate, simplify and popularize the whole business. There are certain firms which make it their business to handle such service who naturally would be willing to bid on the proposition. I am reliably informed that both the Army and the Navy are working on this topic.

Finally, I say: Why not give it a trial, as its merits greatly eclipse its demerits?

## EARLY AMERICAN UNIFORMS

**W**HEN the oppressions of the mother country in 1775 forced the American Colonies along the Atlantic seaboard of North America to take up arms in the defense of their rights as they saw them, the first Colonial troops assembled wore no distinctive uniforms and we frequently read of the "ragged colonials clad in homespun with their long hunting rifles and powder horns".

The Colonial Battalions which, prior to the American Revolution, had joined with the British forces in the wars against the French and Indians had been provided with uniforms similar to those worn by the British troops with which they were brigaded, with the addition of distinctive color facings and insignia to mark the particular colony from which they came.

There were also a few militia organizations in the Colonies which wore distinctive uniforms when they assembled on "Muster Day" for drills and roll calls.

Thus it was a motley crowd of soldiers that greeted General Washington when he first took command of the Continental Army; some in the green coats of the Virginia Rangers who had campaigned with Braddock, some in the buff coats of the Philadelphia Militia, some in the blue coats of the Massachusetts Militia, but most of them wearing the homespun garments in which they had hastily left the towns and farms at home to join the colors and fight for their rights against the trained soldiers from the British Isles.

Efforts were made early in the war to give the troops a uniform appearance and it was natural that the influence of the British in the matter of uniforms should predominate. Orders were issued to make all of the coats of each regiment the same in color by the use of dyes, and white cross belts were used to give a uniform appearance when under arms.

The first two Marine Battalions organized in November, 1775, had a prescribed uniform and accounts of the time mention the fact that they presented a fine appearance in their green coats with the red facings. The uniform of the Marines during the War of the Revolution continued to be distinguished from other Colonial regiments by these green coats. The full uniform of the enlisted Marine of the Revolution consisted of a green long-coat with red lining and red facings, a buff waistcoat, grayish-drab tight breeches, long black leggins fitting the legs tightly and extending above the knees, a black felt wide-brimmed hat cocked up on one side, white cross belts and black leather cartridge box, or more properly speaking "ammunition box" since there were no cartridges in that day, the powder and ball being loaded from the muzzle separately.

The uniform of the officers consisted of a green long-coat with white facings, white or silver epaulettes, a white or buff waistcoat, white breeches, and long black leather leggins reaching above the knees. The sword was

carried in a frog suspended from a shoulder belt worn over the right shoulder with the sword hanging from the left side. The hat was a black cocked-hat with the insignia of the Corps and white braid trimming.

The Army troops of the Line during the early days of the Revolution were, as a rule, poorly outfitted with uniform, the prevailing style of uniform being the long-coat of the period which was somewhat similar in design to the so-called "cut-away" frock coat of modern days, tight breeches with long gaiters or leggings, and a wide-brimmed felt hat. The hat was worn with one side "cocked up" and pinned to the crown by a cockade of the colors of the organization, or pinned up in three sections to the crown, thus making the three-corner cocked-hat so often seen in pictures of the troops of the period.

Early in the war the colors determined upon for the troops of the Continental Line were dark blue for the coat, buff for the breeches, black for the gaiters and black for the hats. It being very difficult to obtain sufficient regulation clothing for all of the troops, many of the colonels and generals prescribed in orders that the civilian garb of their men be altered to the style of the prescribed uniform as nearly as was practical and brought to the prescribed colors by the use of dyes.

With the arrival of Lafayette and other French officers to aid the Colonial forces the influence of French styles of uniform began to appear in the uniforms, especially for the mounted troops; and later when Baron von Steuben came to the aid of General Washington the German influence appeared to some extent in the regulation uniforms of the American Army.

Recent press dispatches from San Francisco heralded the fact that Colonel Frank C. Bolles, U. S. Army, Commanding Officer of the Presidio of San Francisco, had recently discovered an old volume containing considerable data concerning orders issued to the Army by General Washington in the early days of the Revolution. According to the information contained therein, under date of May 6, 1776, General Washington issued the following General Order from his Headquarters at New York City:

"As it is absolutely necessary that men should have clothes and appear decent and tight, the use of hunting shirts is earnestly encouraged, with long breeches made of the same cloth, gaiters fashioned about the legs, to all those yet unprovided."

At this time the clothes for the men under arms were supplied by the several colonies from which they were recruited and it was not until later in the war that the Continental Congress enacted provisions for supplying all Colonial troops with regulation uniforms and equipment.

On October 8, 1776, the Continental Congress passed a resolution worded as follows:

"Resolved; That for further encouragement of the non-commissioned officers and soldiers who shall engage on service during the war, a suit of clothes shall annually be given to each of said officers and soldiers, to consist of two linen hunting shirts, two pairs of overalls, a leathern or woolen waist-



coat with sleeves, one pair of breeches, a hat or leather cap, two shirts, two pairs of hose, and two pairs of shoes."

At the beginning of the war officers were required to provide their own uniforms and the style of the uniform was at first prescribed by each separate Colony so that there was a great divergence in uniforms of officers. This was soon corrected, however, by orders issued by General Washington prescribing a uniform for all officers of the Continental Army.

Under date of June 18, 1780, General Washington, from his Headquarters at Short Hills, N. J., prescribed a uniform for Major Generals, the order reading in part as follows:

"The major generals to wear a blue coat with buff trimmings, and yellow facings, white or buff underwear, with two stars upon each of two epaulettes, and a blue and white feather in the hat."

The term "underwear" did not refer to the meaning of that word in common usage to-day, however, but doubtless referred to the waistcoat and breeches worn underneath the blue coat. It is interesting that the insignia of rank of a major general, two stars, was the same during the War of the Revolution as that worn by officers of that rank to-day. The blue and white feather or cockade worn in the officer's hat was later replaced by a red, white and blue cockade corresponding to the colors borne on the national ensign.

Up to the close of the war there was trouble in securing sufficient regulation uniforms for the troops and an order issued by General Washington, dated March 3, 1783, from his Headquarters at Newburg, N. Y., shows that turning the cloth in the coats was resorted to in order to improve their appearance. This order read in part as follows:

"The regiments which have not yet turned and repaired their coats will draw lots for the scarlet cloth which arrived yesterday."

This reference to scarlet cloth in the order shows that this color had been adopted for the facing of the uniforms of infantry troops of the Line before the date of the order, and it also indicates that the supply of cloth was still insufficient to provide for general issue to all of the regiments, since it was considered necessary for the regiments to "draw lots" to determine which regiments should receive the scarlet cloth which had just arrived.

Up to the close of the War of the Revolution there was considerable diversity in uniform in the American Army. Some of the regiments wore their distinctive uniforms furnished by the Colony or State from which they came in preference to wearing the inferior articles of uniform furnished from the funds of the Continental Congress. Some of the troops wore distinctive headgear and we find references to the "coon-skin caps" of General Green's Carolina Rangers in accounts of battles in the southern areas of the war.

It is interesting to note that after nearly a century and a half the major generals of America still wear the "Two stars" to denote their rank and that the dress coats are still of blue cloth, though the buff waistcoats and white breeches have long since disappeared.

## ARE YOU A GOOD INVESTMENT TO THE GOVERNMENT?

BY THE FOLKS BACK HOME

**G**OVERNMENT is a business. Good government is good business. Good administration is good government. The government of this country rests in the hands of our two major political parties, each striving to administer; each struggling to build the better record and reputation. The national problem varies from time to time; some periods demand large financial exploitations, while other periods require a more conservative policy. At any rate, the administration is always in the market for a good investment of national funds, be it another Alaska purchase or the employment of specialists at low salaries. By most members of Congress the employment of the personnel constituting the national defense forces is looked upon as an investment of Government funds. It is for this reason that legislation which suits the viewpoint of the personnel perhaps does not coincide with the viewpoint of the members of Congress.

As regards the personnel of the National defense forces and the Government there exists what amounts to a contract, as indicated by the wording on commissions, warrants and enlistment papers. Under these contracts the personnel agree to perform a certain class of work, for which the Government agrees to pay them stated salaries and allowances. In other words, the Government invests a certain amount of money in them annually for a stipulated period. Now the question arises whether this same amount could be invested in some other person or proposition which would realize a better income. This point might seem trivial when we think of individual salaries, but when we take the total of all such salaries it represents a surprisingly large figure.

If you had five thousand dollars would you let it lie idle or would you utilize its earning power and invest it in some bond or the equivalent; likewise would you continue to employ a man on a certain task if, after trial, he proved unsatisfactory and especially if you felt there was some deserving person receiving less money whom you knew would be satisfactory? Would you turn down an 8 per cent. earning for a 6 per cent. one? Every government will invest in national protection or security regardless of the cost—such an investment is the demand of the people—but the people also demand that the Government use an 8 per cent. earning in preference to a 6 per cent. one.

The personal question arises: Who are good investments for the Government; who is an 8 per cent. income or a 6 per cent. Not only that: Who is a steady 8 per cent. income; or, who is worth 8 per cent. some years and only 4 per cent. other years. Remember that commissioned personnel are long-

term investments, from thirty to forty years. If during a period of forty years one is worth an average of 8 per cent. he is a far better investment than if he is worth 10 per cent. for four years and 4 per cent. for thirty-six years; likewise for shorter periods in the same proportion. Each political party strives to employ treasury funds more advantageously than the other, as it is such skill that puts popular planks in the party platforms. Party administrations are composed of men who are especially chosen to grasp such matters so that their party can build the desired reputation.

The important question is: Are you a good investment to the Government, or can the Government net more for its money by investing it in some other person? Remember it is the Government that is doing the questioning, not you. Are you a steady long-term investment, the kind the treasury prefers, or are you above par three-tenths of your career and below par seven-tenths of it? Have you served an apprenticeship in which you learn lessons and gain experience, and then fail to give regularly to the Government the benefits of such experience? Have you reached the position in which you are expected to make decisions but lack the nerve and ability to make sound ones? Or have you at some stage in your career made good decisions and exercised good judgment but have now decided to rest on your record and cease to exercise the benefits of your experience?

If you were the Government, which individual would appeal to you? If you were directing a large establishment for stockholders, how long would you continue to invest in individuals not up to par?

In order to reach and maintain the desired degree of efficiency, competition must be the judge. It applies in business affairs; likewise it should apply in service affairs else those who furnish the salaries will be justified in challenging the affairs. It is with these ideas in view that the recently proposed plan for the promotion and distribution of our personnel was formulated.

How splendid would be the legislation that assures one of reaching flag rank before being retired upon completion of his full measure of honorable service; but what would be the size of the retired officers' payroll under this plan? And what would the taxpayer say to his congressional representative upon seeing such an expenditure of his money? Again, if this same Mr. Taxpayer saw his concern making poor individual investments or exercising improper management, which cost him low return, what would he say? What would you say if you were in his boots?

This is the taxpayer's side of the story, and it is this side that holds the whip hand. It is this side that carries the sting; consequently it is this side with which Headquarters must negotiate. To attempt to influence their agents otherwise would be an ill reflection upon the seniors and a waste of time, coupled with a strong likelihood of being forced into an alternative not only undesirable but perhaps ruinous to the personnel concerned.

## LIVING CONDITIONS IN THE MARINE CORPS

THE MARINE DETACHMENT, AMERICAN LEGATION, PEKING, CHINA

BY FIRST LIEUTENANT JAMES M. McHUGH, U.S.M.C.

### I. GENERAL ROUTE

OFFICERS ordered to duty with the Marine Detachment, American Legation, Peking, China, are usually ordered by transport from San Francisco—sometimes *via* navy transport and sometimes *via* army transport. Transports of both services follow the same route to Manila, going *via* Honolulu and Guam. The usual time for this part of the trip is about twenty-five days, including a twenty-four-hour stop at Honolulu and a fraction of a day at Guam. From Manila navy transports usually proceed to Shanghai and return over the same route. Army transports lie over in Manila about a week and then usually proceed to Chin Wang Tao, China (in the Gulf of Liaotung near where the Great Wall meets the sea). They then return to the United States *via* Nagasaki, Japan. In some cases the army transports go from Manila to Nagasaki direct and return to the United States without touching China. Chin Wang Tao is not an open port in winter and transports usually cannot call there after October and before February. The midsummer trip is also sometimes passed up because of the rainy season. About six days are required for the trip from Manila to Chin Wang Tao.

From Chin Wang Tao, Peking is reached *via* the Peking-Mukden Railway, a trip of about twelve hours. Train service is usually fairly good and dependable except in time of war in this vicinity. During time of war every effort is made by the foreign military forces stationed in Tientsin to keep this route open.

Passengers are met at Chin Wang Tao by Quartermaster representatives of both the Army and the Marine Corps who will assist in the transfer of passengers and their effects to the train. Very often they are able to arrange for a special car on the train.

Entry is rarely made into Tientsin direct because of poor harbor facilities, it being necessary for large ships to anchor outside Taku Bar and unload by barges, several miles from Tientsin.

In the event that officers land at Shanghai, it is recommended that they endeavor to arrange in advance, either through the American Express Company or Thomas Cook's Sons for reservations by coastwise vessel from Shanghai to Tientsin. This is based on the fact that communication between Shanghai and Tientsin has been greatly interrupted since 1925 due to military operations in that part of China. All travel between those two cities is therefore necessarily by water and is badly congested. It should here be noted that these steamers are not under American registry and *it is therefore necessary that travel orders show authority to travel under a foreign flag.*



Should passage from the United States be made *via* commercial vessel, three courses for reaching Tientsin and thence Peking are open: (a) to proceed to Shanghai and thence to Tientsin as previously explained; (b) to get off at Kobe, Japan, and proceed from there direct to Tientsin *via* Japanese vessel; (c) to get off at Yokohama and proceed to Peking by rail *via* the following cities: Yokohama, Kobe, Shimoneseki (ferry), Fusan, Seoul, Antung, Mukden, Tientsin, Peking. There is a customs inspection at Antung and passports must be endorsed upon arrival at Yokohama. The trip as far as Mukden over the South Manchurian Railway is very comfortable, but from there to Peking, over the Peking-Mukden Line, is not so comfortable due to deterioration of rolling stock.

## 2. STOPOVERS EN ROUTE

Upon arrival at Manila, all passengers on army transports, whether they are booked for China or not, must go ashore and seek accommodations while the transport is in port. All baggage except that carried in the holds as regular freight is also put ashore but can be left in the care of the Army Quartermaster at the dock if so desired. Officers, thus required to take up temporary quarters ashore, *if they are not ordered to temporary duty in Manila, are entitled* to reimbursement for such expense at a rate not to exceed \$7 per day. All receipts should therefore be carefully saved.

The above applies as well to stopovers at Shanghai or in Japan. No attempt is made to recommend accommodations, for they are strictly a case of personal taste and means. Suffice it to state that upon approaching Manila the Army authorities supply a list of all available accommodations by radio and will make reservations as requested. No trouble in obtaining temporary accommodations in any port, however, should either be anticipated or experienced.

## 3. PREPARATORY INFORMATION ABOUT TRANSPORTS

If travelling by transport, officers are entitled to commutation of quarters en route and to the refund of their mess bill thereon upon arrival at destination. The price of subsistence on board transports is usually about \$1.50 per day payable in advance and officers should be prepared to meet this requirement upon reporting aboard.

If travelling overland to San Francisco, the Paymaster at Headquarters, Department of Pacific, located at 100 Harrison Street, San Francisco, will take up pay accounts for the purpose of paying mileage, or accrued pay. There is also a Marine Deputy at Cavite, P. I., who will do the same. This insures means of obtaining money en route. There is also a Navy Paymaster at Shanghai who will handle accounts if necessary.

Army transports sail from the Fort Mason Docks at the foot of Van Ness Avenue at noon on the date designated. Officers should report to the Transportation Quartermaster, Fort Mason Reservation, at least twenty-four hours prior to sailing for registry and physical certificate. In the event that arrival at San Francisco is delayed until the last minute, it is necessary to communi-

cate with him by letter or telegraph in order to hold reservations. In order to obtain a physical certificate from the Army Surgeon it is necessary to present to him either your health record or a doctor's certificate to the effect that the applicant has had cowpox vaccination within the previous three years and has had either a complete course of typhoid and para-typhoid prophylaxis within the previous four years or two such complete courses during lifetime. This applies to children down to the age of one year as well as adults and in the event that either of the above treatments is necessary prior to sailing it should be taken care of prior to reporting to the Army Surgeon.

Having procured the health certificate, same is presented to the Transport Quartermaster on the dock on the morning of sailing who will assign space on the ship upon payment of mess bill. It is usually customary on army transports to assign rooms by families in accordance with rank.

Those who report without the above-mentioned evidence are admitted for passage but are immediately, and without exception, subjected to the necessary treatment during the voyage.

#### 4. BAGGAGE

Officers who are ordered beyond the continental limits of the United States for duty, if travelling overland, are entitled to check 350 pounds of baggage on each ticket upon presentation of order showing conclusively that the officer is a Trans-Pacific traveller. This is important as it permits of taking practically all personal trunks and it is essential on a trip of this length not to become separated from one's personal effects. One small steamer trunk per person is allowed in each stateroom on the transport. Other trunks are placed in a baggage room and are accessible during the voyage.

On the question of baggage it is well to note that, except when making this trip in the middle of summer, both winter and summer clothes (uniform and civilian) are necessary and should be carried so as to be readily accessible. It is also well to note that civilian clothes, especially evening clothes, will be needed immediately upon arrival in Peking, as it is not customary to wear uniform there after working hours, except to official functions. Should officers not be supplied with civilian evening clothes, however, it is strongly recommended that they defer buying them until arrival in Peking as all civilian clothes can be purchased there at a great saving. The mess dress is worn to official evening functions.

It is particularly important to note that officers should carry with them at least a temporary supply of silverware, table linen, and bed linen, and if all of the supplies of this nature can be packed in trunks and brought along, so much the better. The point is that things shipped *via* the Quartermaster rarely arrive sooner than three months after the officer's arrival and that, unless these things are brought as personal baggage, it is necessary to buy a temporary supply upon arrival, thereby entailing needless expense and great inconvenience.

### 5. AUTOMOBILES

Those who own cars should bring same to Peking by all means, regardless of any information to the contrary. An impression exists with some people that, due to the lack of extensive motor roads outside of the city and the narrowness of some of the streets in the city, an automobile is more or less useless in Peking. Such is not the case. Motor cars travel all over the city and are additionally useful in getting outside of the city to the race course, golf clubs and Western Hills. It is true that Peking is probably the one city where one can best get along without a car, for the ricksha makes a very handy substitute and the lack of a car will not be seriously felt. It should also be mentioned that the price of gasoline in Peking is considerably higher than in the United States. Nevertheless those people who own cars seem to manage this point successfully and are, without exception, glad to have their car.

When leaving China officers will find it to their advantage to dispose of their used cars, as there is at all times a ready market in China for cars of standard American models in serviceable condition. Such cars, especially closed cars, command a much higher price than they do in the United States.

### 6. CLOTHING AND EQUIPMENT

It is not desired to attempt herein to furnish a shopping guide, for practically everyone is guided, at least for a time by the advice of his immediate friends and their respective experiences. The following general remarks are included to give the prospective newcomer a general idea of what to expect:

As previously stated civilian clothes are necessary in Peking and practically all articles thereof may be purchased there, a number of them at a great saving. There are a number of foreign and Chinese firms specializing in foreign tailoring. Practically all woollen materials used by the Chinese as well as the foreign firms are of the best British export and the prices will be found to be materially less than those paid at home. Whatever may be lacking as to style is certainly made up in reduced cost. Should the buyer be supplied with an old suit of good model he can have it copied in any number of excellent materials at about half what it would cost at home and there are those who believe that the original models produced by these tailors are highly satisfactory, certainly for Peking if not for Fifth Avenue.

It is generally agreed that the shoes and boots of local make in Peking do not compare with those of foreign manufacture, primarily because of inferior leather, and while the foreign shops handle a fair selection of British and American shoes, they are naturally more expensive due to transportation costs and duty than the same article would cost if purchased at home. Officers would therefore do well to bring a supply from the States. A saving can likewise be effected in evening shirts, collars, and hose, although these articles are procurable in Peking at very fair prices.

As for shirts, pajamas, etc., it is strongly recommended that their purchase be deferred until arrival. All tailors make these articles from material

which can be purchased in great variety for a very nominal sum including monogram. In addition there are a number of Japanese firms in Tientsin of international reputation and their products cannot be excelled anywhere.

A good point to note is that a Chinese tailor will take an old and apparently useless suit, tear it apart, sponge it, and put it back together inside out for about \$5.00 Mex., thereby giving it at least a six months' new lease on life. For this reason it would be well not to discard anything prior to leaving the States.

#### 7. QUARTERS IN PEKING AND HOUSEHOLD EFFECTS

The following permanent quarters are available in Peking: Commanding Officer, Executive Officer, Quartermaster, Senior Surgeon, and Adjutant. These are located in the American Guard Compound. In addition the Marine Corps has recently leased five modern apartments on East Legation Street in the Diplomatic Quarter for assignment to Company Officers. Other officers who have to live in private quarters may obtain either an apartment of which there are a number available or a private house. Some of the houses are of foreign style and some are converted Chinese houses. No trouble should be experienced, however, in finding a suitable house with all of the usual conveniences.

Quarters are furnished in the usual manner with the exception that the new apartments are not equipped with rugs. All household effects except electrical appliances, should be brought along and their shipment expedited as much as possible, for transportation is necessarily slow. Such effects as may be found to be superfluous after arrival can be stored or sold but a use for everything will probably be found, at least at first. It is well to note that the electrical voltage in Peking is 220 A.C. and that electrical appliances used in the United States cannot therefore be used. The voltage in the American Legation Guard is 240 D.C. Those assigned quarters there might be able to utilize a bank of light to cut down this voltage to that of their appliances. However, such as are necessary or desired may be purchased very reasonably in Peking. Practically anything needed to supplement the household equipment may be purchased in Peking except bed linen sheets, and pillow cases which are difficult to secure and expensive.

#### 8. CLIMATE

The climate in Peking is about that of the North Central United States, cold in winter and very hot in summer. Heavy snows are unusual as the majority of the year's moisture comes during the rainy season in June and July. From January to April, high winds and dust storms are frequent and will be found very aggravating at first. The Spring and Fall are very delightful.

Practically all manner of sports prevail—golf and riding the year round, ice skating for three months, polo, tennis, swimming, etc., in season.



## COMMENTS ON PERSONNEL LEGISLATION

**I**N THE March issue of the MARINE CORPS GAZETTE the draft of the proposed "Bill to regulate the distribution and promotion of commissioned officers of the Marine Corps and for general purposes" was published. This draft was submitted by a board of officers of which Brigadier General B. H. Fuller, U.S.M.C., was president, and it was the result of long investigation and study of the subject by the board.

Under date of March 10, 1927, the Major General Commandant of the Marine Corps addressed a circular letter to "all commissioned officers of the Marine Corps" enclosing a copy of the report of the board as follows:

"General discussion of the commissioned personnel situation.

"A summary of the proposed bill.

"Detailed discussion and explanation of the proposed bill, taking up each paragraph separately

"Draft of a bill to regulate distribution and promotion of commissioned officers of the Marine Corps."

In this letter the Major General Commandant recommended that the papers enclosed with the letter be read and carefully considered before taking up a study of the text of the proposed bill, and stated that all officers are afforded the opportunity of submitting to the Major General Commandant such discussion, comment and recommendation on the subject as they may desire to have considered.

It is the intention of the Major General Commandant to reconvene the Personnel Board of which General Fuller is president about September 1, 1927, at which time all the comments and recommendations received from the officers of the Corps will be forwarded to the board for consideration and such modification as the board may deem proper to make in its original report.

In this manner it is hoped to get a wide discussion of the proposed legislation on the part of a large proportion of the commissioned personnel of the Corps. Legislation of this nature which will vitally affect the future interests and efficiency of the Marine Corps and which will also affect the future of every commissioned officer of the Corps should not be enacted without the fullest possible discussion and consideration, and it is hoped that every officer will see fit to express his opinions on the subject in order that a consensus of such opinions may be arrived at for the use of the board.

Up to the present date very few comments upon the proposed legislation have been received from officers of the Corps. This is doubtless due in a large measure to the fact that over fifty per cent. of the commissioned officers of the Corps are now out of the country upon expeditionary duty, but it is hoped that a large percentage of the officers concerned will submit their comments, opinions and recommendations regarding the proposed measure before September 1, 1927, the date set for reconvening the Personnel Board.

Thinking that the opinions expressed by officers who have already submitted their comments may be of interest to the readers of the GAZETTE, the following extracts from letters received are given. The authors' names are of course not given here, as it would not be proper to publish them without special permission to do so, but the opinions expressed are interesting as showing the reactions of a number of officers of various ranks to the subject.

The following opinion submitted by an officer who has shown great interest in the subject of personnel legislation, while approving of the proposed bill in general, suggests some minor changes. The suggestion contained therein that the bill should provide that all remaining permanent staff officers be made extra numbers in their grades has been advocated by a number of officers. The objection advanced to such action is that it would operate to increase the total number of officers in the Corps (at least temporarily) and hence would increase the cost of maintenance of the service.

"The draft of the proposed bill to regulate the distribution and promotion of commissioned officers of the Marine Corps has been studied and compared to the two bills recently introduced in Congress for the benefit of the Army and also to the Britten Bill which has been presented for the benefit of the Navy.

"I am of the opinion that the principles of the Marine Corps bill are much more accurate, efficient and reasonable than those of the other personnel bills mentioned and the Board deserves a high praise for the scientific manner in which they have met a difficult problem. The plan of the bill is a sound one, meeting the considerations of economy, and justice to the Marine Corps and the individual officer with fairness and equity. The bill should be passed in its present form with few if any changes.

"Personally, I believe two minor changes would improve the proposed bill. They are (1) that the rank of general officer of the line of the Marine Corps shall consist of 1 per cent. of the total number of commissioned officers authorized by law, the lower half of which shall be brigadier generals, and the upper half of which shall be major generals including the major general commandant; and (2) that all permanent staff officers, shall, upon the passage of the act, become additional numbers on the Navy list.

"The first suggested change will give the Corps one more brigadier general than the present draft of the proposed bill, which has tremendous significance to those officers who, under the present wording, will just miss becoming general officers. The second suggestion seems the most logical manner of removing the unduly large number of permanent staff officers who will be lieutenant colonels on the lineal list for several years after the passage of the act."

In the following opinion the question as to just what constitutes "just remuneration" for officers who may be separated from the service if the proposed bill should become a law is discussed. This question was carefully considered by the board, having in view not only the question of justice to the officers concerned, but also the interests of the Government and the total resultant cost.

"In reconsideration of the bill, it is recommended that the principle be applied that no officer be eliminated for the convenience of the government with remuneration less than a yearly income in an amount equal to two and one-half per cent. (2½ per cent.) of his base pay at the time of transfer from the active list for each year of total service. It seems that this would be the least which should be considered 'just remunera-

tion' as set forth in sub-paragraph (f) of the 'Conclusions' under the heading 'General discussion of the commissioned personnel situation in the Marine Corps.'"

"The bill as at present drawn will apparently give a first lieutenant of over ten years' service a little more than half of his equity earned in his total retired pay as compensation for being separated from the service."

"To assure what would be considered a 'just remuneration' for the junior officer separated from the service under this bill either of the following changes, or other changes which would effect the same end, are recommended: (1) That the words 'twenty years' at each time they appear in the bill be changed to 'ten years'. (2) That a clause be inserted making it optional with the officer separated from the service to take either the bonus, as provided for in the bill, or to be placed in the Reserve or retired with a yearly income in an amount equal to two and one-half per cent. of his base pay at the time of transfer from the active list for each year of total service."

Referring to the foregoing opinion the Paymaster's Department has submitted the following analysis of the methods employed in arriving at an estimate of a "just remuneration" together with a statement of the money amounts which would accrue to officers of different ranks under the operations of the plan.

In regard to paragraph 1 (a), under the proposed bill a captain with fifteen years' service would receive a lump sum gratuity of \$9000 and \$1000 per year for seven years thereafter, or a total of \$16,000. As proposed, a captain with fifteen years' service retired at  $2\frac{1}{2}$  per cent. of his base pay for each year of service would receive  $37\frac{1}{2}$  per cent. of \$3000 or \$1125 annually for thirty years (life expectancy at the age of thirty-seven years) or a total of \$33,750. A first lieutenant with six years' service under the present bill would receive a lump sum gratuity of \$4400 and \$367 annually for seven years, or a total of \$6969. Retiring at  $2\frac{1}{2}$  per cent. of his base pay for each year's service would give this officer \$330 per year for thirty-seven years (life expectancy at age of twenty-eight), or a total of \$12,210. The cost, therefore, under a plan as outlined would be practically double the proposed cost for this class of officer.

With reference to paragraph 1 (b): it should be noted that under the normal operating of this bill no first lieutenants with over ten years' service would be transferred to the reserve, as they will either have been eliminated or promoted to captain before attaining ten years' service.

The basis of arriving at a "just remuneration" under the proposed personnel bill was the assumption that an officer would not earn his full retired pay until he had served an average length of forty-two years. Apparently, the assumption is that thirty years' service entitles an officer to full retired pay. If this were the correct view, each year's service, multiplied by  $2\frac{1}{2}$  per cent. of the base pay, would be the "just remuneration".

The following opinion submitted by an officer who has served in the Paymaster's Department takes up the subject of the retired pay of officers who may be retired for physical disability pursuant to the proposed legislation, and suggests certain changes in the draft of the bill to clarify this point:

"A careful perusal of the proposed personnel bill fails to reveal any provision for conserving to officers their right to retirement on account of physical disability.

"It would appear that officers are to have their records examined by a Board and their names placed on a promotion list or a transfer list without being afforded opportunity to appear before such Board. This should be a perfectly satisfactory procedure from the standpoint of the officers whose names are placed on the *promotion list*, as these officers are later to appear before a Marine Examining Board for due examination and should any one of them fail to qualify physically he will be, under existing law, retired with rank of the next higher grade. But it would appear that no such opportunity is afforded the officer whose name is placed on the *transfer list*. The first inkling he has that he has been 'considered' is when his name is published on the transfer list approved by the President. Under this proposed law there could then be no reopening of the matter and he will be transferred. This action would result in a (possibly) double hardship, as officers retired on account of physical disability are in a privileged class insofar as government employment is concerned, not being restricted to the \$2500 per annum compensation clause governing employment of all other retired officers.

"In this connection, attention is invited to the fact that approximately 50 officers in the First Lieutenant and Captains' lists are over forty-five years of age and, with few exceptions, have twenty years' service or over, but exceedingly few have thirty years' service. There are doubtless quite a few officers among this number who, if ordered before a promotion board, would be retired under existing law in the next higher grade by reason of failure to pass physically. It is submitted that they should at least be given the right of physical examination before being placed on a transfer list and, in the event of being found physically disabled, placed on the retired list.

"It is not believed to be the intention of this bill to deprive officers of their rights under present retirement laws insofar as disability is concerned, therefore, this phase of the bill is respectfully brought to the attention of the Board with the suggestion that means be provided *in the bill* for the physical examination of all officers having more than seventeen and less than thirty years' service, who are recommended for transfer. To attain this, it is recommended that the following paragraph be inserted in Sec. 3, line 60, following the word 'transfer', viz.:

"But no officer with over seventeen, and less than thirty years' service shall be recommended for transfer without physical examination by a board of medical officers."

"A minimum of years of service is suggested, as otherwise it would be necessary to examine physically all officers to be transferred. It is believed that such limitation should not be below seventeen years. This is the amount of service recognized in the Joint Service Pay Bill by increase of pay and allowances in lieu of promotion to next higher grade."

It is also recommended that the following provision be inserted in Sec. 7, viz.:

"Provided further, That nothing contained in any section of this act shall abridge the right to retirement of any officer on account of physical disability, under laws in effect prior to the date of the approval of this act."

The question as to what consideration should be given to an officer who has received certain medals and decorations for distinguished service has frequently been considered. In some countries such medals and decorations carry with them extra compensation in the form of a cash sum or extra pay. In the opinion quoted below it is recommended that officers who have received certain official medals and whose names may appear on the "transfer lists" shall be given special consideration by having their names considered by the



next succeeding board before definitely placing their names on the "transfer lists".

"In accordance with reference and after a thorough reading and careful consideration of the proposed bill and the summary and discussion thereto, and also keeping in mind the future interest of the Marine Corps; there occurs to the undersigned an additional proviso which might well be added to the proposed bill.

"This additional proviso or addition to the bill is quoted below, and is respectfully offered for consideration by the Major General Commandant and the board, in the interest of those officers whose names are borne on a transfer list and who, prior to their transfer in accordance with the law so distinguished themselves in the line of their profession, as to be in receipt of decorations or commendatory letters.

"The undersigned believes that this proviso, if adopted, would not cause any complications in the functioning of the boards authorized by the bill. It is designed only to give a second chance to those deserving officers who were placed on the transfer list by a small margin and who later demonstrate their value to the service.

"As the bill stands at present there is no way in which an officer once placed on a transfer list can be removed therefrom regardless of what he does to demonstrate his professional ability and value to the Marine Corps. The changes and additions suggested are as follows:

"(a) Line 11, Page 3, Sec. 3 of the Act, add the following after the word 'serve', 'except as otherwise provided in this section'."

"(b) Line 17, Page 3, Sec. 3 of the Act, add the following provision after the word 'list': 'Provided further, that any officer, whose name is borne on a transfer list, who shall, before he shall have been transferred in accordance with the provisions of this act, perform any act for which he receives a medal of honor, Distinguished Service Cross, Distinguished Service Medal, Distinguished Flying Cross, or a letter of commendation from the President of the United States or the Secretary of the Navy, shall be removed from such transfer list and his name shall be considered by the next succeeding board'."

The following interesting opinion recommends changes in the draft of the bill which would place the remaining permanent staff officers on a parity with officers of the line as to their eligibility for promotion to the higher ranks. Under the present laws no permanent staff officer may look forward to an opportunity to be selected for the highest grade, that of major general, and the opinion, submitted by the Quartermaster of the Marine Corps ably presents the case of these officers:

"1. Unquestionably, the conditions confronting the Marine Corps in the future should be met by remedial legislation having for its object a healthy system of promotion, but what that system should be must be left to wiser minds than that possessed by the undersigned.

"2. The Quartermaster notes with regret that the Board has disregarded the recommendation of the Major General Commandant, so frequently made, that the rank of Major General be provided for the head of one of the staff departments, and that this rank rotate among the three departments in turn.

"3. This is such an eminently just proposition, accompanied by so little expense, that it is difficult to understand why its merits and the justice of the suggestion did not appeal to the Board.

"4. The staff of the Marine Corps under existing law is the only branch of the military establishment of the United States whose officers are estopped from ever reaching the highest rank, viz., that of Major General, though in the line this rank is possible for every officer on entrance into the Corps.

"5. The same applies to every officer, *both line and staff*, in the Army and Navy, likewise the Coast Guard and the Public Health Service, in all of which services the officers on entrance may aspire to reaching, before retirement, the rank of Major General or its corresponding one of Rear Admiral, and it is even now proposed to extend this rank to the Chaplains' Corps of both Army and Navy. Last year the Congress raised the rank of the Chiefs of Finance and Chemical Warfare from Brigadier to Major General, to place them on a parity with other staff corps.

"6. The staff of the Marine Corps, though, is discriminated against, and this time by a recommendation from a Board of Marine officers, even though the Major General Commandant is known to favor the proposition.

"7. It is noted, however, that additional Major Generals are provided for the line of the Corps.

"8. In 1948 the present permanent staff officers of the Corps will have disappeared, and the staff will then be composed entirely of officers detailed from the line, so that if the rank of Major General were provided for one of the staff heads, it would give another office of that rank for line officers to look forward to.

"9. It is earnestly hoped by the Quartermaster, who believes he voices the sentiment of most of the permanent officers of the staff, that the Major General Commandant will not recede from the views he has presented to Congress in this matter, and in the final draft of personnel legislation there will again appear provision for the rank of Major General for the staff, the reasons for which he has so ably advocated.

"10. Note is also made of the comment of the Board as to the 'problem presented by the large number of permanent staff officers now in the grade of Colonel, etc. . . ' due to the fact that there is no outlet by means of promotion for permanent staff officers beyond the grade of Colonel.

"11. In spite of the conclusion (i) 'the special status of the permanent staff officers remaining on the active list, accorded them at the time of their amalgamation with the line, should be recognized,' there appears nowhere any recommendation by the Board as to a relief from this situation; no suggestion is offered as to the eligibility of these Colonels for selection to the grade of Brigadier General of the line, from which they are debarred by existing law and the proposed bill, though in the Army, where there is also a single list for promotion and where there are permanent staff officers, *all* officers are eligible for selection to the rank of General Officer, and there seems no reason why a discrimination should be made against the staff officers of the Marine Corps. These staff officers go through the same schools as their brother line officers, and some are as much qualified for General officers' rank as officers in the line. The proposed bill makes all these officers extra numbers, where they are anchored for life, with no hope of any promotion except the temporary detail for a few as head of a staff department."

One officer has submitted comment upon the subject which, while voicing his approval of the suggested plan, expresses the opinion of a number of officers that the bill if enacted into law might operate to deter the best graduates from colleges and universities from accepting commissions as second lieutenants due to the uncertainty of the tenure of office.

This opinion is interesting but in connection therewith it may be mentioned that in any profession or business the "tenure of office" is dependent to a great extent upon ability, energy and efficiency, and that under the proposed law this would still be the case in the Marine Corps.

"I am in favor of the proposed legislation as set forth in the circular letter of the Major General Commandant, dated March 10, 1927.

"In my talks with various officers, many have voiced as an objection to this bill

that we would have great difficulty in getting the right class of young men from our universities as candidates for Second Lieutenant—this, because of the prospects void of guarantees which this legislation would hold out for the future of a young man contemplating coming into the Corps. After going into the detailed provisions of the bill, and especially the provisions of Section 9 (re 'Voluntary transfer to the Retired List or the Marine Corps Reserve'), I am of the opinion that, in general, each year an officer would run a chance of about 5 per cent. (or 1 in 20) of being taken involuntarily from active duty. Such a chance is no greater than any man is compelled to face in any walk of civilian life; furthermore, there would be some financial benefit accorded an officer involuntarily taken from active duty, which is seldom the case in civil life."

In selecting opinions of officers for this article it is considered that in the interest of fairness to all, opinions both pro and con should be included, and hence the following opinion which is opposed to the plan suggested by the Personnel Board included. In connection with this opinion it may be noted that as a noted surgeon has said, "The only cure for a chronic disease is positive and effective treatment; removal of the cause by a major surgical operation when clearly indicated by the diagnosis can never be successfully replaced by local remedial treatment."

"I believe that at present there is no need for radical action relative to the commissioned personnel situation.

"The steadily increasing cost was taken into consideration when the Joint Pay Act of June 10, 1922, was passed.

"When the joint Pay Act of 1922 was passed, increases of pay regardless of rank were established and a stagnation in promotion was anticipated for some years which should cause no alarm.

"It is anticipated and expected that the Marine Corps appropriations will steadily increase from year to year.

"Any legislation which involuntarily and arbitrarily separates a certain per cent. of commissioned personnel from the active list of the Marine Corps I believe will be a detriment to the Naval Service and strongly recommend that it be disapproved.

"There are many measures which would improve the commissioned personnel situation which I highly recommend to the board as follows:

"(a) A permanent staff commissioned personnel.

"(b) Retirement of Spanish War Veterans with over thirty (30) years' service in next higher grade (voluntary).

"(c) Retirement of officers with twenty-five (25) years' service with seventy-five per cent. (75 per cent.) of pay for a period of five (5) years (voluntary).

"(d) Repeal all legislation relative to selection up and selection out. (Have promotion of all grades by seniority.)

"(e) Redistribution of commissioned personnel (same as recommended by Board).

"(f) Officers commissioned prior to June 1, 1913—credit with five (5) years' service pay and retirement (same as Navy).

NOTES.—"Sub-paragraphs (b) and (c) are inducements for retirement (about 250 effectives), hence increase promotions.

"Sub-paragraph (e) makes promotion."

In the following submitted by an officer of considerable service and experience the opinion is expressed that the scheme of elimination proposed to insure a healthy flow of promotion will in a few years operate to eliminate all of the officers least suited for retention on the active list and that there-

after it will be necessary to eliminate good officer material in order to secure the necessary percentage and insure promotion within the specified periods.

This same objection was advanced in opposition to the former "selection out law" for the Navy, but the advocates of that law replied thereto with the statement that "in any event there would always remain certain officers who would be least suitable for retention on the active list."

The author of this letter also touches upon the question as to whether or not a service which offers no certain tenure of office will attract the best material from colleges and universities, including the Naval Academy. It should be constantly borne in mind that there is not at present any guarantee given by the Government of a life tenure of office in the service. The length of this tenure of office in the service is now dependent upon the character, conduct and efficiency of the officer as it would still be were the proposed bill enacted into statute law.

"In general, I am of the opinion that there is great need of such a bill, and that, while the proposed bill is very drastic in many features, its good points far exceed its defects. No discussion of the good points of this bill are necessary. The following are submitted as comment and criticism:

"(a) My most important comment is that the elimination of officers, especially field officers of the rank of colonel and lieutenant colonel, after being in effect for five or six years will have removed most of the deadwood and thereafter officers who are satisfactory and efficient will have to be eliminated in order to fulfil the requirements of the Law as to the percentage of officers to be either retired or placed on the transfer list. The fact that other officers will be coming up from the lower grades does not appear to meet this objection, because those other officers will have passed through an elimination process and only the most efficient of them will advance to the rank of Lieutenant Colonels and Colonels, hence in the course of time all of the officers in these two grades should be efficient officers, and it looks to me as though efficient officers in these two grades will, in five or six years have to be retired or transferred simply in order to meet the requirements of the Law.

"This objection could be met by changing the fraction in Section 4, from 'one-seventh' to 'one-tenth' or some other fraction that will best meet the needs of the service at that time; this to be done by a special Act that could be passed at such time as seems to be necessary somewhere between five and ten years after the proposed bill has started to operate.

"(b) The other serious objection to this bill is the result it will have on prospective officers from civil life and from the Naval Academy.

"Under the present laws, a young man in college, or in civil life, or in the Naval Academy, if he chooses the Marine Corps as a career, is assured of a profession for life subject to good behavior and application to duty.

"Under the proposed bill, no young man entering the Marine Corps as a commissioned officer will be assured of remaining in the service because of the number of officers that have to be eliminated each year and nobody can foresee who will be transferred to the Reserve after the law once starts operating.

"It is believed that this would have a very serious effect upon the class of young men who would enter the Marine Corps as commissioned officers: as many a young man having the education and training that would make him a success in civil life, and who under the present law might choose the Marine Corps as his career, would decide not to risk the Marine Corps under the possibility of being eliminated from the active list after ten years' service; and would decide to start right in with his profession in civil life. This is the type of young men who would make the best officers, and the uncer-



tainty of the tenure of commissioned service under the proposed bill would keep many a good man from seeking a commission.

"(c) I am of the opinion that somewhere in the proposed law it should state definitely that an officer appointed as head of a staff department shall be given the rank of brigadier general during the period that he holds that position.

"The bill as proposed mentions that promotions to the grade of brigadier general of the line shall be made only from colonels of the line, also mentions the act of March 4, 1925, but nowhere does it specifically state that the head of a staff department, while so acting, shall have the rank of brigadier general; and it appears to me that it would be advisable to have this fact plainly stated in the proposed bill."

A permanent staff officer suggests the addition of the following provision in the draft of the bill:

"Provided, That when a senior board is considering any officer who holds a permanent appointment in a staff department or any line officer as to his eligibility for head of a staff department, as many as is practicable of the heads of staff departments shall be substituted as members of the board for a like number of general officers of the line."

"This suggestion is offered in view of the fact that under the present provisions of the bill the staff officers have no vote upon the qualifications of a line officer to act as head of a staff department, and it seems that they should have this opportunity."

It may be mentioned that other officers have concurred in this opinion and that such a provision would be only a minor change in the bill.

One officer in his comment submitted suggestions for certain additional sections in the bill with his reasons therefore as follows:

"A section to be included in the bill as follows is suggested:

"Section —. In case of war or a declared national emergency the President may suspend, at his discretion, during such emergencies, transfer from the active list to the retired list or the Marine Corps Reserve. He may suspend likewise, during such emergencies, convening of the promotion boards as prescribed in Section —."

"The above does not appear to violate the basic principle of 'proper regulation of promotion' as in cases of national emergency the service of all officers on the active list and most probably all on the reserve lists would be instantly required which is paramount to all other considerations.

"It is believed that unless some such provision is incorporated the hands of the President would be tied until such indefinite time as Congress could act. It would appear therefore that a section of similar purpose to that suggested might be beneficial if included as a part of the original bill.

"Under such section the President would have authority to permit routine retirements for age, etc., as the phrase 'at his discretion' would cover all cases.

"A section to be included in the bill is proposed as follows:

"Section —. Promotion boards will in all instances report by names the full number by grades as prescribed in Section —, the minimum number of officers to be placed on the transfer list as required by this act. However, whenever in any particular year and for a particular grade or grades, officers are included in order to complete the transfer lists, who in the opinion of the board are *at the time* above average in grade; the board will report such facts together with its recommendations *via* the Major General Commandant, who will comment thereon to the Secretary of the Navy. The Secretary of the Navy may reduce the transfer lists and adjust them and determine the transfer lists accordingly."

"The section above may at just a glance appear at variance with the purpose of the bill, 'to provide a reasonable rate of promotion.' Just the contrary is, at least, the intent, and the following is offered in support of such contention. It is believed that the crux of the matter lies in the details as to the methods in order to provide a properly reasonable rate of promotion considering the Marine Corps as a whole.

"The following is quoted from page 9 of 'Detailed Discussion and Explanation of the Proposed Bill,' a copy of which was sent to all officers with the letter of the Major General Commandant:

"... the board is given greater freedom in its choice of officers for promotion and not compelled to promote officers irrespective of their special fitness."

"The undersigned while he is not trying to project too far into the future in this key matter feels that the time would come, as the proposed bill now stands, a time very difficult to foresee, *when the board would be compelled to select officers of special fitness not for promotion, but for the transfer lists.* A situation would then exist analogous to that in the Navy under what came to be called the "plucking board."

"This presages potential political entanglements. More fundamental to the interests of the Marine Corps would be the feeling of insecurity on the part of the commissioned personnel as a whole year by year. Proper security for the individual as well as the nation is the governing fundamental principle.

"This suggested section aims to remove the above difficulties and while it leaves in the hands of the selection boards full power to carry out all the provisions of the bill in its present form, it places the responsibility of personnel efficiency as regulated by statute in the hands of those charged with it, the Major General Commandant under the Secretary of the Navy.

"In summary as to this proposed section it is believed that it would provide for a more reasonable rate of promotion; that by the affirmative statement that officers in excellent standing would not under any circumstances be selected out under the personnel bill it provides the security necessary to the Marine Corps as a whole; and finally that in this a proper reasonable rate of promotion would still be assured."

The proposed section giving discretionary power to the President in case of war or national emergency does not appear necessary since the President would have that power in such an event without this specific enactment of law.

The proposal made in the second suggested section would tend to nullify a part of the system proposed in the bill, which is founded in part upon the principle of a certain stated number of years in each grade for every officer who passes through the various grades from the lower grade to the highest grade. This would require a certain percentage of separations from the active list and any law to accomplish this would have to prescribe a definite manner of obtaining these numbers.

A number of officers, in their letters in reply to the letter of the Major General Commandant forwarding to them a copy of the proposed bill and the comments thereon, have briefly voiced their unqualified approval of the bill as it stands, suggesting no changes.

Up to the present writing a small proportion of the total commissioned personnel of the Corps have responded to the letter of the Major General Commandant affording to all officers the opportunity to submit their opinions and comments upon the proposed bill for the consideration of the Personnel

Board when it reconvenes September 1, 1927. In order that the board may have at hand the opinions, pro and con, of a majority of the commissioned officers of the Corps, all of whom will be affected by any law that may be enacted, it is highly desirable that every officer submit his opinions and comments upon the proposed bill. Constructive criticism is especially desirable as the desire of all is to obtain personnel legislation which will be of the greatest benefit to the service as a whole and at the same time protect as far as possible the rights of the individual officers.

## PROFESSIONAL NOTES

### SIGNAL NOTES

NINE enlisted Marines from the Signal Battalion, Quantico, under the command of First Lieutenant Thomas M. Schuler, were ordered to Memphis, Tennessee, on May 1, 1927, as part of a combined Navy-Marine Corps communications detail to assist in radio communication in the flooded area of the Mississippi Valley. The navy personnel consisted of twenty radio operators and two officers from the Battle Fleet.

The Marine Corps has detailed a radio operator to the Weather Bureau, Washington, D. C., to broadcast weather information for the use of military and commercial aircraft. The Broadcast is made daily between 8:15 A.M. and 9:30 A.M. by the use of a Kleinschmidt transmitter on 4015, 8030, and 1245 kilocycles. Weather information is broadcast at night, when the "Los Angeles" is in the air.

The Naval Research Laboratories, Bellevue, D. C., have, at the request of the Marine Corps, taken the S.C.R 97 (truck type) transmitter assigned to the Signal Battalion, Quantico, and have modernized its circuit, changing its frequency range to conform to the Fleet frequencies on which it is intended to be used. The radio telephone circuit has been eliminated.

### AVIATION NOTES

Corporal William G. Pulver, attached to the parachute department, Aircraft Squadrons, East Coast Expeditionary Force, Marine Barracks, Quantico, Va., has perfected a locking cone for the quick opening of parachutes which is of such exceptional quality that it has been adopted as standard equipment for all Navy parachutes by the Bureau of Aeronautics. Steps are being taken in the same bureau to patent the device in the name of Pulver.

The Cuban Aerial Survey unit, commanded by Captain James E. Davis, and accompanied by Lieutenant C. Frank Schilt, consisting of two amphibian planes and ten enlisted men, has completed the aerial survey of the north and south coasts of Cuba. This unit has based at Navy Yard, Key West, Fla., and has worked in conjunction with the U. S. S. *Hannibal* and U. S. S. *Nokomis*, which are engaged in making new surveys of Cuba for the Hydrographic Office, U. S. Navy. Due to the urgent need for seaplanes in the flooded areas of Louisiana, both planes have been sent to New Orleans. Upon the completion of this temporary duty in connection with the flood, these planes are to make a preliminary survey of the coast line of the United States from Key West, Fla., to Brownsville, Texas.

Aircraft Squadrons, West Coast Expeditionary Force, Naval Air Station, San Diego, Calif., under command of Major Francis T. Evans, consisting of Fighting Squadron 3 and Observation Squadron 5, are on expeditionary



duty with the 3rd Brigade U. S. Marines, China. Due to the limited accommodations on the U. S. S. *Henderson*, only a part of the planes and personnel and none of the necessary operating aviation equipment could be embarked. The next transport, which embarked the rest of the aviation equipment, was diverted to the Philippines, with the result that all of the aviation force was inoperative. This instance shows the urgent need of having a small airplane carrier assigned to the advanced base force in the same manner as transports are now assigned, so that a complete aviation force can be quickly transported on expeditionary duty. Furthermore, with an aircraft carrier, the aviation force can take the air at a moment's notice and operate indefinitely regardless of whether shore facilities are available or not.

#### AMMUNITION ALLOWANCES FOR POSTS AND ORGANIZATIONS

Ammunition Allotment Tables, recently prepared by the Division of Operations and Training, prescribing the quantity and type of ammunition allowed each organization of the Marine Corps for annual training, have been approved by the Major General Commandment and the Bureau of Ordnance, Navy Department. The annual allowances of artillery and infantry weapons ammunition, grenades, and pyrotechnics for training and demonstration purposes is prescribed in Marine Corps Orders No. 5, now being prepared for issue. These allowances are based on current appropriations and although they are not as great as hoped for, they will permit the Corps to extend its training with better results.

#### BUILDING PROJECT

By reason of the very unsatisfactory housing accommodations afforded Marine Corps personnel, both commissioned and enlisted, at Cavite, P. I., definite steps have been taken with a view to selecting a suitable site and submitting estimates before the next Congress for the construction of Marine Barracks and several sets of officers' quarters at that place.

#### CUTTS COMPENSATOR

While the Cutts compensator has not been officially adopted, its efficiency has been demonstrated to such an extent that it has been decided to procure a sufficient number to equip all Browning Automatic rifles now in the hands of expeditionary troops in Nicaragua and China. The automatic rifle, as issued, is practically useless as an automatic weapon on account of the fact that it climbs while firing and cannot be held on the target; its use is limited to semi-automatic fire. With the compensator, the automatic rifle is a very effective automatic weapon. It is hoped that they can be manufactured at comparatively small cost by the Depot of Supplies, Philadelphia.

All Thompson sub-machine guns supplied the Fourth and Sixth Regiments (one per squad) are equipped with the Cutts Compensator.

#### .50 CALIBRE MACHINE GUNS, ANTI-AIRCRAFT, AND 105-MM. HOWITZERS

As the first step in providing for an Anti-aircraft Machine Gun Battalion, request has been made on the Bureau of Ordnance, Navy Department, to include in its estimates for the fiscal year 1929, the cost of eight (8) machine guns, .50 calibre, complete, with the necessary accessories and fire control instruments. Request has also been made to include the cost of four (4) 105-mm. Howitzers, M-1898-09 (German), complete with sights and the necessary allowance of ammunition for experimental purposes.

#### 75-MM. INFANTRY MORTAR

The Bureau of Ordnance, U. S. Army, recently recommended the adoption of a 75-mm. Infantry Mortar with carriage, M-1922-E-2, to replace the present 3-inch light (Stokes) mortar. The Division of Operations and Training is considering the advisability of procuring two of these weapons with a view to determining, by practical test, whether or not it is adapted for all Marine Corps purposes.

#### OPERATIONS IN NICARAGUA

On April 2, 1927, the designation of the Marine Expeditionary Forces in Nicaragua was changed to the Second Brigade, under command of Brigadier General Logan Feland. At that time the Second Brigade consisted of the Brigade Headquarters and Headquarters Company, a Brigade Service Company, the Fifth Regiment, and Observation Squadron Number One.

The Eleventh Regiment, the personnel for which was taken from Quantico, Haiti, and Charleston, South Carolina, together with Observation Squadron Number Three, is now enroute to Corinto, Nicaragua. This regiment is commanded by Colonel Randolph C. Berkely.

The Liberal army, under General Moncada, completed the surrender of its arms and ammunition on May 14, 1927. It was estimated at that time that two thousand Liberal soldiers had been disarmed. However, prior to the surrender of these arms, detachments of the Liberal army had been deserting the main army, and were no longer under Moncada's control. These scattered bands, consisting of an estimated total of over two thousand men, then inaugurated a reign of banditry in various sections of the country. It will probably be necessary for the Marines to occupy the entire central and western part of Nicaragua in order completely to suppress this organized lawlessness.

While repelling an attack by an organized band of bandits, estimated in number as three hundred, Captain Richard B. Buchanan and Private Marvin A. Jackson were killed at about two o'clock in the morning of May 16, 1927, in the town of La Paz Centro.

On May 5, 1927, President Diaz declared a general amnesty, and all political prisoners in Nicaragua were released.

During the Easter holidays, several motorcycle orderlies and one truck

driver were stoned by Nicaraguan civilians as an indication of their displeasure because these Marines were working, and therefore not properly observing a religious holiday.

A Guardia Nacional has been authorized for Nicaragua, and is now being organized under the command of Lieutenant Colonel R. Y. Rhea.

#### OPERATIONS IN CHINA

The Fourth Regiment, under command of Colonel Charles S. Hill, with the Expeditionary Battalion of the Asiatic Fleet attached, landed in Shanghai on March 21, 1927, was assigned to billets, and took up the duty of patrolling assigned areas of the international settlement for the defense of American and foreign lives and property.

Brigadier General Smedley D. Butler arrived at Shanghai on March 25, 1927, and assumed command of the Marine Corps Expeditionary Force of the U. S. Asiatic Fleet. Upon the arrival of the Sixth Regiment in China, the designation of these forces was changed to the Third Brigade, U. S. Marine Corps.

The Sixth Regiment, under the command of Colonel Harold C. Snyder, together with the Brigade Headquarters and Service Companies, a detached battery of artillery, and a Force Aviation unit, arrived at Shanghai on May 2, 1927, *via* the U. S. S. *Henderson*.

A composite force, consisting of the 3rd Battalion, Sixth Regiment, the 2nd Battalion, Fourth Regiment, the 1st Battalion, Tenth Regiment, a light tank platoon, one company of combat engineers, and an aviation unit, disembarked at Olongapo, P. I., May 4, 1927. The company of engineers and the light tank platoon were later ordered to Shanghai *via* the U. S. S. *Chaumont*.

#### THE UNITED STATES MARINE CORPS RESERVE

Due to the fact that Congress failed to provide funds for additional enlistments in Class III of the Marine Corps Reserve for the fiscal year 1928, it will be impossible to obligate in this Class more than 2600 men. There will be approximately 2400 to 2500 in Class III by June 30, 1927, and considering that there will be some discharges, there will be only about 200 to 300 vacancies in this Class for the fiscal year 1928.

It is very unfortunate that Congress failed to make provision for enlistments in Class III, as the Marine Corps discharges about 4800 men due to expiration of enlistment during this fiscal year, and approximately 2000 of these men would have enlisted in Class III, thus bringing our total of Class III enlisted in the Reserve for the third year to approximately 5000 men. This, together with the enlistment of former service and other desirable men in Class VI, the Volunteer Reserve, would have filled the four Reserve regiments by June 30, 1928. We will have to make the best of it, and it is urged that all Commanding Officers and all other officers endeavor to secure

as many as possible of these 4800 men in Class VI (Volunteer), of the Reserve. The main inducement for enlistment in Class VI is that its members join in time of war or emergency an organization of their own choice and that the motto, "Once a Marine, always a Marine," holds. Class VI offers no pay; it gives no training except on the request of the men concerned. It is regrettable that we lost the appropriation, as it would have permitted us to have secured 2000 additional trained men for the Reserve during the fiscal year 1928. It is again impressed upon all officers to make an effort to secure as many of these men in Class VI as is possible.

The Marine Reserve Regiments are coming along nicely. The Recruiting Service has done its part well in enlisting men in these Regiments. There are now approximately 800 men in the 3rd Regiment; 700 in the 7th Regiment; 1245 in the 8th Regiment; and 1480 in the 9th Regiment.

We want 10,000 men in these four regiments to bring them up to war strength, and with a good year in 1928, and certainly by January 1, 1929, these Regiments should be filled up.

The Fleet Reserve Companies are also doing well. The 310th Company at New Orleans, La., was authorized on April 21, 1927, with two officers and forty-seven men. It has a very satisfactory Armory at the Naval Brigade Headquarters in New Orleans, with ample space for both in-door and out-door drills, good offices and recreation rooms for the men. This Company in its present surroundings is assured of continued success.

The other Companies are progressing satisfactorily and will be in for training this summer. There is still the 308th Fleet Reserve Company to be heard from and it is hoped that in the very near future this Company, too, will be a going concern. Present appropriations will permit of no additional companies. There are numerous applications to form Reserve companies, but they will all have to be refused due to lack of funds.

The Aviation Units in the different Reserve Areas are making good progress. In the Eastern Reserve Area, for example, the Unit there has a strength of 49; in the Central Reserve Area, 33; in the Southern Reserve Area, 14; and in the Western Reserve Area, 23.

New Instructions have been issued governing requirements for commissions in the Marine Corps Reserve. It is most essential that we have in our Reserve, capable and efficient Reserve officers of the proper age. For example: all appointments in the Fleet Reserve will be as Second Lieutenants, except that former officers of the Marine Corps, whose applications are received at Headquarters within one year from date of separation from the service, may be commissioned in the rank they last held in the Service. With reference to appointments as commissioned officers in the Volunteer Marine Corps Reserve, first appointment will not be made in a higher grade than First Lieutenant, except that former officers of the Marine Corps or Marine Corps Reserve may be commissioned in the rank they last held therein.



It is important that the Marine Corps secure on the eligible list of non-commissioned officers for commissions in time of war or emergency, men who are mentally and physically equipped for the appointments, and who have demonstrated that they would make good platoon leaders of combat units. The principle of securing these men now and training them is the sensible one, so that in time of emergency we will not be called upon to increase our officer strength with men who are only partially qualified.

Enrollments of members of the Fleet Marine Corps Reserve Companies in Correspondence Courses, Marine Corps Institute, has been authorized. This will make available to men of these companies, the Correspondence School Courses that previously had been available only to members of the regular Marine Corps.

The Marine Corps Reserve Officers' Association of the District of Columbia have presented an "Efficiency Guidon" to the Major General Commandant for award to the Fleet Marine Corps Reserve Company that secures the highest efficiency rating based on the following subjects while in camp at Quantico, Va., this summer.

- 10% 1. Attendance at training camp (Class IV men).
- 25% 2. Inspection of company; appearance of men; condition of clothing and equipment.
- 10% 3. Number of enlisted men qualified during training period on the rifle range.
- 20% 4. Proficiency in close order drill.
- 10% 5. Proficiency in extended order drill.
- 15% 6. Proficiency in bayonet practice.
- 10% 7. Military courtesy and morale.

This award will be made by a Board of Regular officers appointed by the Commanding General, Marine Barracks, Quantico, Va.

For the officers and Fleet Marine Corps Reserve Companies in the Eastern, Central and Southern Reserve Areas, three camps of instruction at Marine Barracks, Quantico, Va., have been provided and officers and men will be ordered to these camps as follows:

*First Camp:* June 13-25, 35 Officers, 303-304-305-309th Fleet Marine Corps Reserve Companies.

*Second Camp:* July 11-23, 31 officers, 301-302-306th Fleet Marine Corps Reserve Companies.

*Third Camp:* July 25 to August 6, 31 officers, and 310th Fleet Marine Corps Reserve Company.

Klemfuss, Inc., New York, N. Y., have presented a trophy (cup) to be known as the Klemfuss, Inc., Eastern Reserve Area Rifle Marksmanship Cup, which will be competed for annually by the organized Fleet Marine Corps Reserve companies of the Eastern Reserve Area, while on active duty during the annual training period at Marine Barracks, Quantico, Va., commencing with the coming summer period.

Award of the Klemfuss, Inc., Eastern Reserve Area Rifle Marksmanship Cup will be made by the board of officers, appointed by the Commanding General, Marine Barracks, Quantico, Va., subject to such rules as may be deemed suitable and necessary.

The basis of award of the Klemfuss, Inc., Eastern Reserve Area Rifle Marksmanship Cup will be general excellence in rifle marksmanship. It will be presented to the reserve company attaining the highest aggregate score in firing of the Army rifle qualification course, as laid down in the Army training regulations, modified as may be considered proper in the judgment of the commanding general, Marine Barracks, Quantico, Va.

The Klemfuss, Inc., Eastern Reserve Area Rifle Marksmanship Cup will be retained for one year by the Reserve company winning it, and will be permanently retained by the Reserve Company winning it for three consecutive years.

#### INTERNATIONAL FREE RIFLE TEAM

Three members of the Marine Corps won places on the United States team of seven shooters to compete in the International Free Rifle Team Match to be held at Rome, Italy, May 20 to June 1, 1927, as a result of the final tryouts held at Quantico, Va., April 20, 21 and 22. In preparation for the final selection the Army had placed at the disposal of the National Rifle Association a rifle range in each Corps Area for practice and tryouts of Army, National Guard and Civilian competitors, and the Marine Corps trained small squads at Parris Island and Quantico. A squad of 21 riflemen were selected as candidates for the final selection of the team. The competition was extremely keen for places as attested by the individual scores attained by the seven shooters selected.

1st Lt. P. M. Martin, U. S. Cavalry.....	1562
L. Nuesslein, Civilian, Washington, D. C. ....	1540
P. F. C. Russell F. Seitzinger, U.S.M.C. ....	1522
W. L. Bruce, Civilian, Idaho .....	1514
Gy.-Sgt. Raymond O. Coulter, U.S.M.C. ....	1513
1st Lt. M. W. Dodson, Penna. National Guard .....	1510
Sgt. Ladislaus Lach, U.S.M.C. ....	1504

The scores made are considered very creditable, particularly when it is taken into consideration that most of the competitors were unaccustomed to using a double-set trigger or a heavy barrel. The scores picked up a lot during team practice following the tryouts.

It is a good team well worth bearing the colors of the United States. With the best in the way of rifles and ammunition the hastily selected team of 1921 took the championship from the Swiss for the first time in almost two decades. The team selected at Quantico in 1922 retained the title after a heart-breaking trip across Europe. The teams of 1923 and 1924 were again victorious. The Swiss regained the title in 1925.

Led by Major Harry L. Smith, U.S.M.C., who has been selected by the National Rifle Association as Team Captain, the team left the United States May 4, and arrived in Europe May 15. Captain Joseph Jackson, U.S.M.C., was assigned as Team Coach and Major Julien S. Hatcher, Ordnance Department, Team Adjutant and Quartermaster.

MARINE CORPS RIFLE AND PISTOL COMPETITIONS AND SELECTION OF  
MARINE CORPS RIFLE AND PISTOL TEAM

Due to the absence from the United States on expeditionary duty of a large number of Marines, the annual rifle and pistol competitions will not be held this year. This applies particularly to the various divisional rifle and pistol competitions and the Elliott and San Diego Trophy Team matches.

In order to gather material for the 1927 Marine Corps Rifle and Pistol Team a selected lot of officers and enlisted men have been ordered to the Marine Barracks, Quantico, Va., to report on or about June 1, for participation in the Marine Corps Rifle and Pistol Competitions June 20 to 25, 1927. The Lauchheimer Trophy will be awarded in connection with the competitions. Immediately following the competitions the selection of the 1927 Marine Corps Team will be made.

The National Matches will be held at Camp Perry, Ohio. The tentative dates are as follows: Small Arms Firing Schools, August 22 to September 3, 1927; N. R. A. Matches, September 1 to September 11; and the National Matches, September 12 to September 17, 1927. The rules for the National Matches will probably be those of the 1925 Matches, with one important change. In the National Team and National Individual Matches, rapid fire at 400 yards has been eliminated and rapid fire at 300 yards, target "A" as in 1924 Matches, has been substituted.

Major Marion B. Humphrey, who has gained wide experience through active service as a shooting member or executive officer of National Match teams, has been selected as Team Captain. Major Humphrey was a shooting member with Lieutenant Colonel T. Holcomb and Major R. S. Keyser, of the famous rifle team which captured the first victory for the Marine Corps in 1911. He was Team Captain of the 1923 Marine Corps Rifle Team which rolled up a score of 2836 and won over the Cavalry Team with 63 points to the good. Captains Joseph Jackson and Jacob Lienhard, both of whom have had considerable experience in events of this kind, have been chosen as rifle team and pistol team coaches, respectively.

Seemingly inspired by the success of the 1911 Marine Corps Rifle Team, the Marines have been on or near the top ever since. The records show that the Marine Corps has won seven out of the eleven matches fired since that year and six out of the last eight.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS  
OF AUGUST 24, 1912

OF THE MARINE CORPS GAZETTE, published quarterly at  
Philadelphia, Pa., for April, 1925.

Washington, D. C. } ss.

Before me, an Adjutant and Inspector in the U. S. Marine Corps (authorized to administer oaths), personally appeared Edward W. Sturdevant, who, having been duly sworn according to law, deposes and says that he is the Editor of THE MARINE CORPS GAZETTE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:  
Publisher, Marine Corps Association, 227 South 6th St., Philadelphia, Pa.  
Editor, Edward W. Sturdevant, Hdqrs. Marine Corps, Washington, D. C.  
Managing Editor: None.  
Business Managers: None.
2. That the owners are: (Give names and addresses of individual owners, or if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)  
Marine Corps Association, Headquarters, U. S. Marine Corps, Washington, D. C.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of the total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bonafide owner; and this affiant has no reason to believe that any other person, association, or corporation, has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only).

(Signed) EDWARD W. STURDEVANT

Sworn to and subscribed before me this 28th day of May, 1925.

(Seal)

(Signed) M. R. THACHER,  
Major Asst. Adjutant and Inspector.